One45

<u>Draft-Final Scope</u> of Work for Preparation of a Draft Environmental Impact Statement

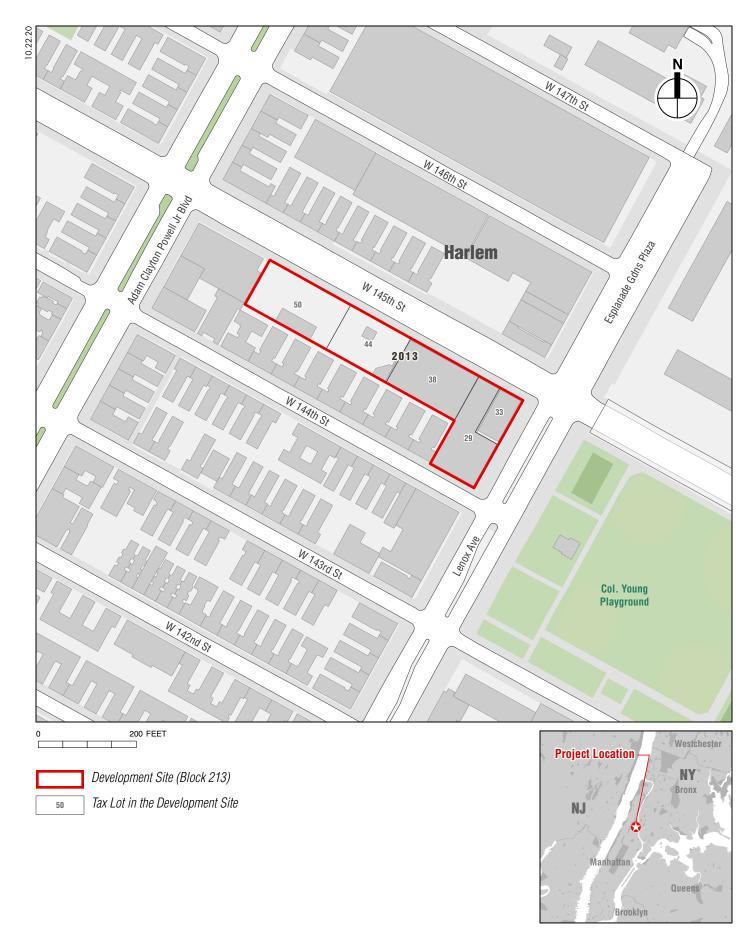
CEQR No.: 21DCP167M (April 9, 2021 November 12, 2021)

A. INTRODUCTION

This <u>Draft-Final</u> Scope of Work <u>(FSOW)</u> outlines the technical areas to be analyzed in the preparation of an Environmental Impact Statement (EIS) for the proposed One45 project (the "Proposed Project"). <u>This FSOW incorporates updates that were made subsequent to publication of the Draft Scope of Work (DSOW). Revisions of the DSOW have been incorporated into this FSOW and are indicated by double-underlining new text and <u>striking deleted text</u>.</u>

The One45 Development Site comprises Block 2013, Lots 29, 33, 38, 44, and 50 in the West Harlem neighborhood of Manhattan (Community District 10) (see Figures 1 and 2). It occupies the northeast portion of the block bounded by West 144th and 145th Streets, Lenox Avenue, and Adam Clayton Powell, Jr. Boulevard. The Applicant, One45 Lenox, LLC is seeking several land use actions, including a zoning map amendment from C8-3 and R7-2/C1-4 zoning districts to a C4-6 zoning district; special permits to waive height, setback, supplementary use, and parking requirements; a certification to waive retail continuity requirements; a-certifications to allow for additional curb cuts and to allow for a curb cut on a wide street; and a zoning text amendment to modify Zoning Resolution (ZR) Section 74-744(b) and to modify Appendix F to designate the affected area as included in the establish the rezoning area as a Mandatory Inclusionary Housing (MIH) areaprogram.

The proposed actions would facilitate the construction of two new mixed-use buildings on the Development Site and result in approximately 48,000 gross square feet (gsf) of community facility use (intended fore-ontaining a Museum of Civil Rights); between approximately 17,700 gsf and 75,000 gsf of commercial office use (a portion of which is intended for a new replacement headquarters for the Reverend Al Sharpton's National Action Network (NAN), a nationally renowned civil rights organization); approximately 866-939 new dwelling residential units (DUs), a portion of which would be permanently affordable including 217 to 282 affordable units pursuant to MIH; approximately 42,000 gsf of ground-floor retail space; and a banquet hall/event space. The new buildings would replace vacant land, a vacant gas station, and existing one-story structures containing retail, restaurant, gas station, and community facility uses. To allow the Applicant to respond appropriately to rapidly changing market conditions, both in the West Harlem neighborhood and in the economy and real estate market at large due to COVID-19, the podium of the proposed development is planned to would-include either residential or commercial use (referred to here as the "Residential Podium Scenario" and the "Office Podium Scenario"; see "With Action Scenario" section below, under "Analysis Framework"). The proposed buildings would have an approximately 85-foot-tall base and two towers, each rising to a height of approximately 363 feet (not including approximately 30 feet of mechanical bulkhead). Overall, the proposed actions would allow for an increase in the built



Project Location

ONE 45 Figure 1



floor area ratio (FAR) from of approximately 2.07 (existing conditions) to a built FAR of approximately 12. In total, the incremental development that is projected to occur within the affected area in the future with the proposed actions, compared to the future without the proposed actions, is as follows: 48,015 gsf of museum use; 642,802–700,158 gsf of residential use, or approximately 817–890 units (a portion of which are assumed to be permanently affordable pursuant to MIH); 17,291 gsf of a banquet hall/event space; a reduction of 105,057–162,365 gsf of office use; a reduction of 28,495 gsf of retail use; a reduction of 33,238 gsf of community facility/medical office use; and a reduction of 24–35 accessory parking spaces.

The New York City Department of City Planning (DCP), acting on behalf of the City Planning Commission (CPC), will be the lead agency for the environmental review. Based on the Environmental Assessment Statement (EAS) that has been prepared, the lead agency has determined that the proposed actions have the potential to result in significant adverse environmental impacts, requiring that an EIS be prepared. This Draft-Final_Scope of Work outlines the technical areas to be analyzed in the preparation of a Draft EIS (DEIS) for the proposed actions. Scoping is the first step in the preparation of the EIS and provides an early opportunity for the public and other agencies to be involved in the EIS process. This Draft-Final Scope of Work is intended to determine the range of issues and considerations to be evaluated in the EIS. It includes a description of the Proposed Project and the actions necessary for its implementation, presents the proposed framework for the EIS analysis, and discusses the procedures to be followed in the preparation of the DEIS. The 2020 City Environmental Quality Review (CEQR) Technical Manual will serve as a general guide on the methodologies and impact criteria for evaluating the proposed actions' effects on the various environmental areas of analysis.

B. PROJECT DESCRIPTION

ACTIONS NECESSARY TO FACILITATE THE PROPOSAL

To facilitate the Proposed Project, a number of approvals are required, including discretionary actions that are subject to New York City Environmental Quality Review (CEQR). The proposed project is also subject to the City's Uniform Land Use Review Procedure (ULURP). The lead agency for the environmental review is the Department of City Planning (DCP). The proposed actions consist of:

- Amend Zoning Map 6A to change zoning on the <u>DevelopmentProject</u> Site, from an area currently mapped in a C8-3 district, along the southern side of West 145th Street between Adam Clayton Powell Jr. Boulevard and Lenox Avenue, as well as an area currently mapped in a C1-4/R7-2 district on the northwest corner of Lenox Avenue and West 144th Street, to a C4-6 district across the entire <u>Development Site</u> (see **Figure 3**);
- A special permit pursuant to Zoning Resolution (ZR) Section 74-743 (Large Scale General Development) to modify the height and setback regulations of Section 35-64 and the supplementary use regulations of Sections 32-422 and 32-423. Pursuant to Section 35-64(b), within a C4-6 zoning district, a mixed-use development may be built pursuant to the standard tower regulations of Section 23-652, provided that: (1) at least 65 percent of the total allowable floor area on the zoning lot is in residential use; (2) all uses within the building comply with the locational requirements of Section 32-42; and (3) only the residential portion of the building penetrates the applicable sky exposure plane. The building fronting along West 145th Street would rise to a height of approximately 363 feet, and is



ONE 45 Figure 3

proposed to Proposed Project would include a commercial Use Group 9A (UG9A) banquet hall/event space located at the top of the tower-facing Lenox Avenue with a separate groundfloor lobby entrance. As such Therefore, the Proposed Project would not comply with Section 32-422 in that a commercial use would be located above residential dwelling units, or with Section 32 423, in that the lobby portion of the Use Group 9A banquet hall would be located on the ground floor within 50 feet of a street wall. The Proposed Project also would not meet Section 35-64(b)(3), in that a portion of the building that penetrates the applicable sky exposure plane would contain a commercial use. The requested waiver would allow the Proposed Development Project to include this distinctive commercial space, which would be used for private events as well as community gatherings and museum events and conferences and would also be available to the Museum and NAN for its programming. Cumulatively, these non-compliances and non-conformances require a waiver both of Section 35-64(b)(3) and of the related supplementary use regulations of Section 32-422 and 32-423. As discussed further in the Applicant's Statement of Findings, without the requested special permit, the banquet hall would be required to be located on a lower floor, severely diminishing its viability as a distinctive attraction in the neighborhood. The Applicant therefore requests a waiver of Section 35-64(b)(2-3), as well as Sections 32-422 and 32-423, to facilitate the Proposed Project;

- A special permit pursuant to ZR Section 74-744 to modify supplementary use regulations. The Proposed Project would not comply with Section 32-422, in that a commercial use would be located above residential dwelling units, or with Section 32-423, in that the lobby portion of the banquet hall/event space located on the ground floor would be partially located within 50 feet of the street wall. The lobby portion of the banquet hall/event space would provide a dedicated entrance and elevator bank separated from the residential portion of the building, as well as from other commercial uses. The Applicant therefore requests a waiver of Sections 32-422 and 32-423, to facilitate the Proposed Project;
- A special permit pursuant to ZR 74-533 to modify the residential parking regulations of Section 36-33 and 25-33. Within a C4-6 (R10 equivalent) zoning district, accessory offstreet parking spaces are required for 40 percent of new market-rate residential units (because the Project Area is located in a Transit Zone, no accessory off-street spaces are required for newly developed, income-restricted units). As applied to the Proposed Project, in the Residential Podium Scenario, approximately 282 accessory off-street parking spaces would be required as accessory to the residential use; in the Office Podium Scenario, approximately 260 spaces would be required. The reduction in accessory parking would obviate the need to locate parking above-grade (which would take up space dedicated to the Museum, retail, or new housing) or below-grade (which would be prohibitively expensive, given the relatively high location of the water table and difficult subgrade terrain). Therefore, the Applicant requests a waiver to reduce the required parking by 130 to 141 spaces (or 50 percent, in either scenario) to accommodate the Proposed Project;
- A zoning text amendment to modify ZR Section 74-744(b), to permit, within a C4-6 zoning district in Manhattan CD 10, commercial uses to be located directly over a story containing any dwelling units if a demising floor-ceiling assembly that results in appropriate sound and vibration separation between such commercial uses and any dwelling units below is provided;
- A CPC certification pursuant to ZR 32-435(c), to modify certain retail continuity requirements. In a C6-4 district, Section 32-435(c) requires, for buildings with front building walls that are at least 50 feet in width and front upon a wide street, that a minimum of 50

percent of such width be occupied by certain commercial uses. The Proposed Development satisfies this provision with respect to both buildings in the aggregate, but not with respect only to the building fronting along West 145th Street, whose ground floor Use Group 6 retail frontages would total approximately 32.6 percent of that building's frontage on West 145th Street and approximately 41.9 percent of its aggregate total frontage on both Lenox Avenue and West 145th Street. This shortcoming is primarily because of that building's inclusion of the proposed museum use along approximately 157 feet of <u>itsthis building's</u> street frontage, which would activate the streetscape in substantially the same manner as would a retail use. Therefore, in order to facilitate the proposed museum as a substantial ground floor use within this building, the Applicant requests a CPC certification to waive the 50 percent minimum commercial use requirement;

- A CPC certification pursuant to ZR 26-15, to allow additional curb cuts. The Proposed Project includes a second accessory loading berth to serve the proposed commercial and community facility uses while also providing an accessory group parking facility. Pursuant to Section 32-435(b), the Proposed Project would be subject to the regulations of Article II, Chapter 6, which includes the curb cut restrictions provided in Section 26-15. That section prohibits any curb cuts on wide streets and allows only one curb cut on narrow streets. However, Section 26-15 provides that additional curb cuts may be permitted by certification of the Commission and the Department of Transportation for zoning lots with a lot area in excess of 30,000 square feet. Although it may be possible for the New York City Department of Buildings (DOB) to waive associated parking and/or loading requirements, such waivers would significantly harm the design and use of the Proposed ProjectDevelopment, as discussed in the Applicant's Statement of Findings. In short, without the proposed CPC certification, there would be no practical way to include a second accessory loading berth to service the substantial commercial and community facility uses within the Proposed Development while also providing an accessory group parking facility;
- A CPC certification pursuant to ZR Section 26-17, to allow a curb cut on a wide street. Pursuant to Section 32-435(b), the Proposed Project would be subject to the regulations of Article II, Chapter 6, which includes the curb cut restrictions provided in Section 26-15. That section prohibits any curb cuts on wide streets and allows only one curb cut on narrow streets. However, pursuant to Section 26-17, CPC may, by certification to the Commissioner of Buildings, allow modifications to streetscape requirements if the Commission finds that such modifications will enhance the design and quality of the development; and
- A zoning text amendment change to modify Appendix F of the ZR to establish adesignate the Development Site as included in the Mandatory Inclusionary Housing (MIH) area at the rezoning area program (see Figure 4). Under MIH, when new housing capacity is approved through land use actions, CPC and the New York City Council can choose to impose one of several different options regarding affordable housing set-asides. The two options that may be mapped for every MIH area are:
 - MIH Option 1: At least 25 percent of the residential floor area would be set aside for persons making an average of more than 60 percent of Area Median Income (AMI) on average, with at least 10 percent of the residential floor area set aside for householdspersons making an average of 40 percent of the AMI, and no AMI bands shall exceed 130 percent of the AMI; or



MIH Option 2: At least 30 percent of the total residential floor area would be set aside for householdspersons making an average of no more than 80 percent of the AMI-on average, and no AMI bands shall exceed 130 percent of the AMI.

The CPC and the City Council could also add one or both of two other affordability options:

- MIH Option 3: 20 percent of the residential floor area would be set aside for households making an average of 40 percent of AMI, with subsidies allowed only where they are necessary to support more affordable housing; and
- MIH Option 4: 30 percent of the total residential floor area would be set aside for households making an average of 115 percent of AMI, with 5 percent of that number set aside for households at 70 percent of AMI and another 5 percent of that number set aside for households at 90 percent of AMI. None of the affordable DUs can go to households with incomes above 135 percent of AMI, and no direct subsidies can be used for these affordable DUs.

The Applicant proposes to map both Option 1 and Option 2. For purposes of environmental review, each technical area of analysis will assume the more conservative MIH option specific to that analysis (i.e., the option that generates the greatest potential for significant adverse environmental impacts). For those analysis categories which specify level of affordability (e.g., child care), the analysis will assume 20 percent of the residential units would be set aside for households with incomes at or below 80 percent of the AMI.

RESTRICTIVE DECLARATION

The Applicant is expected to enter into a Restrictive Declaration to reflect the approvals described above. The Restrictive Declaration would require that the Proposed Project is developed in substantial accordance with the approved special permits and will establish any environmental mitigation conditions, as necessary, as identified through the environmental review for the project.

DESCRIPTION OF THE REZONING AREA

The proposed rezoning area is coterminous with the Development Site. As shown in **Figure 1**, the proposed Development Site is located on the northeast portion of the block bounded by West 144th and 145th Streets, Lenox Avenue, and Adam Clayton Powell Jr. Boulevard in the <u>West</u> Harlem neighborhood of Manhattan (Block 2013, Lots 29, 33, 38, 44, and 50). The Development Site has frontages on West 144th Street, West 145th Street, and Lenox Avenue. The Development Site is located in Manhattan Community District (CD)_10. The portion of the Development Site along the southern side of West 145th Street between Adam Clayton Powell Jr. Boulevard and Lenox Avenue is currently mapped as a C8-3 zoning district; the portion of the Development Site at the northwest corner of Lenox Avenue and West 144th Street is currently mapped R7-2, with a C1-4 overlay (see **Figure 3**).

The Development Site currently contains a vacant lot; one-story retail stores; a one-story office building containing the headquarters of the National Action Network (NAN, a nationally renowned civil rights organization), and the Timbuktu Islamic Center; and two gas stations, one of which is vacant. The retail uses along West 145th Street and Lenox Avenue include restaurants, a 99-cent store, a laundromat, food (deli and candy) stores, a nail salon, and a liquor store; two storefronts are currently vacant. In total, the Development Site includes approximately 4,000 square feet (sf) of community facilitynon-profit office space (the NAN headquarters);

26,104,654 sf of retail (including the vacant gas station and vacant storefronts); 2,5504,000 sf of other community facility use (the Timbuktu Islamic Center); and 4,813 sf of vacant land. The Development Site is approximately 68,841 sf in size and the existing built FAR of the Development Site is approximately 2.07. There are six curb cuts on West 144th Street and West 145th Street for building and gas station entrances.

DESCRIPTION OF THE SURROUNDING AREA

The Development Site is located at a prominent intersection in <u>West</u> Harlem with good subway and bus access; it is directly adjacent to the No. 3 train 145th Street station (located at West 145th Street and Lenox Avenue), the Bx19 bus route (which runs along 145th Street), and the M1, M7, and M102 bus routes (which run along Lenox Avenue). The land uses in the area surrounding the Development Site are a mix of commercial, residential, and institutional. The <u>Metropolitan Transportation Authority (MTA)/New York City Transit (NYCT)</u> Mother Clara Hale Bus Depot occupies the majority of the block between West 146th and 147th Streets, Lenox Avenue, and Adam Clayton Powell Jr. Boulevard. The superblock to the east of the Development Site, bounded by West 143rd and 145th Streets, Lenox Avenue, and the Harlem River, contains the 6.42-acre Colonel Charles Young Playground. North of the playground, along the Harlem River, is the Esplanade Gardens development, a complex of 27-story apartment buildings; other residential uses in the surrounding area primarily consist of walk-up (5- and 6-story) apartment buildings. Many of these residential buildings fronting the avenues contain retail on the ground floor.

There are self-storage facilities on 142nd Street east of Lenox Avenue and the north side of 145th Street opposite the Development Site, and a large art storage facility (ARCIS) on West 146th Street between Lenox Avenue and Adam Clayton Powell Jr. Boulevard. Institutional uses within the area include the Cathedral Church of St. Thomas the Apostle on the project block, the New Mt. Calvary Baptist Church opposite the Development Site on West 144th Street; and the Greater Hood Memorial AME Zion Church on West 1456th Street. Community facility uses in the area include the Harlem Children's Zone—The Armory, directly south of the Colonel Charles Young Playground; to the west of Adam Clayton Powell Jr. Boulevard include Public School (P.S.) 194 Countee Cullen on West 144th Street, to the west of Adam Clayton Powell Jr. Boulevard; and the New York City Fire Department (FDNY) Engine 69/Ladder28/Battalion 16 on West 143rd Street, to the west of Adam Clayton Powell Jr. Boulevard; and Tighe National Dance Institute, is located in the former P.S. 90 building, on West 147th Street.

ZONING

The portion of the Development Site along the southern side of West 145th Street between Adam Clayton Powell Jr. Boulevard and Lenox Avenue—as well as the two blocks directly north of the Development Site—are currently mapped as a C8-3 zoning district. The portion of the Development Site at the northwest corner of Lenox Avenue and West 144th Street is currently mapped R7-2, with a C1-4 overlay, as is the surrounding area south of the project block.

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¹ Note that the 145th Street station uptown platform does not provide entry access. Only the first five train cars open onto the platform at this station, in each direction.

C8 zoning districts, which bridge commercial and manufacturing uses, provide for automotive and other heavy commercial services that often require large amounts of land. They are mapped mainly along major traffic arteries where concentrations of automotive uses have developed. <u>The</u> Mmaximum FAR in the C8-3 district is 2.0 for commercial uses.

R7 districts are medium-density multi-family residential zoning districts that can be developed under two different sets of bulk regulations: the height factor regulations original to the 1961 Resolution, and the Quality Housing regulations that were introduced in 1987. Developments may choose between standard Height Factor bulk regulations or the optional Quality Housing bulk regulations. Height Factor buildings are often set back from the street and surrounded by open space and parking. Maximum FAR ranges from 0.87 to 3.44, and building heights are governed by a sky exposure plane. Quality Housing buildings produce lower buildings with high lot coverage set near the street line. Maximum FARs are 3.44 on a narrow street and 4.0 on a wide street. Quality Housing bulk regulations include height limits with minimum and maximum base heights. R7-2 districts require parking for 50 percent of dwelling units. No portion of the Development Site or the surrounding area is currently mapped as an Inclusionary Housing or Mandatory Inclusionary Housing-designated area.

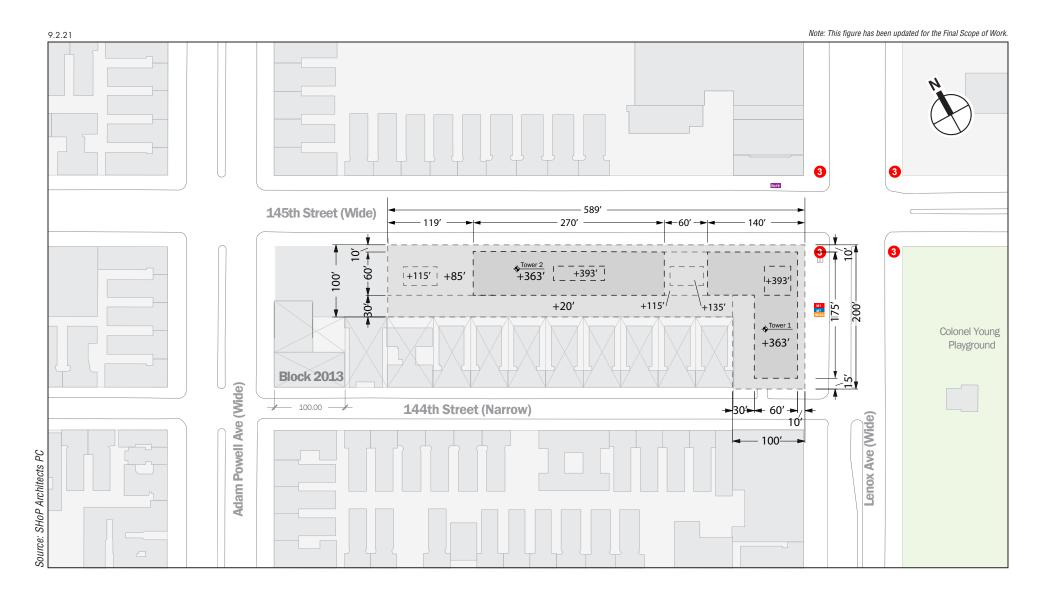
There are two types of commercial overlays within the Development Site/Rezoning Area and the surrounding area: C1-4 commercial overlay districts and C2-4 commercial overlay districts. Commercial overlays are mapped within residential districts that serve local retail need, and allow uses such as grocery stores, restaurants, and beauty parlors. C2 commercial overlays allow a slightly wider range of uses than C-1 commercial overlays. In mixed-use buildings, commercial uses are limited to one or two floors and must be located below the residential uses. The C1-4 and C2-4 overlays have a commercial FAR of 2.0 when mapped within R7 districts.

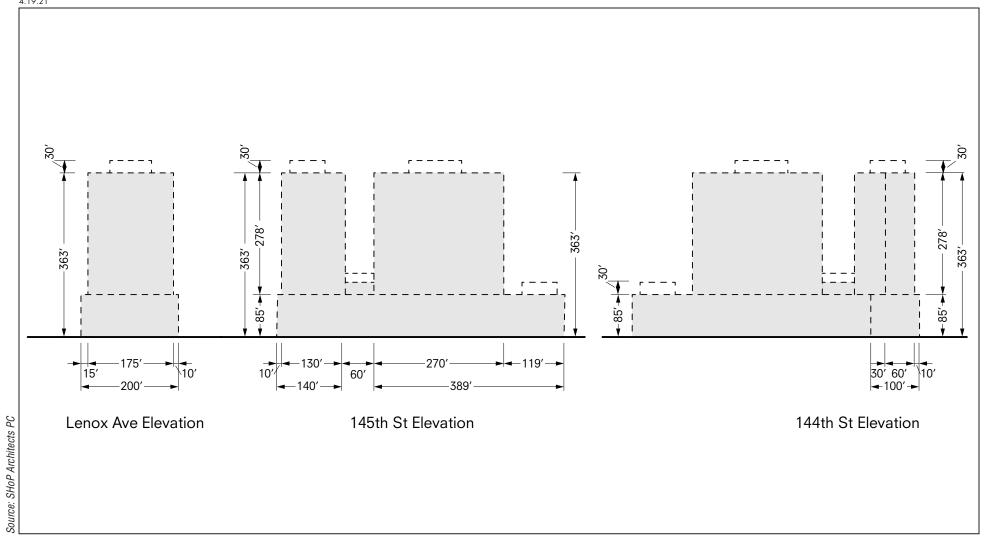
The western portion of the project block is zoned C4-4D. C4 districts are mapped in regional centers located outside of central business districts where specialty and department stores, theaters, and office uses serve a larger region than neighborhood shopping areas. A large number of individual C4 districts have been created over time to address a range of conditions; in general, the higher the numeric suffix, the higher the permitted density and the lower the commercial parking requirement. C4 districts with a letter suffix are contextual districts that require a contextual building form. Maximum FAR in the C4-4D district is 3.4 for commercial uses, and an R8A equivalent for residential uses.

To the northeast of the Development Site/Rezoning Area, an R8 district is mapped along the Harlem River north of 145th Street. R8 districts are mapped in higher density areas of the city with a wide range of building types. In these districts, there are two sets of bulk regulations to choose from: the height factor regulations original to the 1961 Resolution, and the Quality Housing regulations that were introduced in 1987. Maximum FARs in the R8 district range from 0.94 to 6.02.

DESCRIPTION OF THE PROPOSED DEVELOPMENT

The Proposed Project would developproposed actions would facilitate a development proposal by the Applicant for two new mixed-use buildings on the Development Site. The two new buildings would, replaceing vacant land, a vacant gas station, non-profit office, and community facility uses the existing one story commercial and community facility structures (see Figures 5-7). The Proposed Project would include a community facility space (intended for a new Museum of Civil Rights); commercial office space (a portion of which is intended for a new replacement headquarters for NANthe National Action Network; a banquet hall/event space for





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Proposed Project Illustrative Rendering Figure 7

<u>private events as well as</u> community gatherings and <u>museum</u> events; ground-floor retail space; <u>commercial office space</u>; and approximately 866–939 new apartments, including 217–282 <u>permanently</u> affordable units pursuant to MIH. In total, the Proposed Project would be approximately 940,91,000 gsf.

To allow the Applicant to respond appropriately to rapidly changing market conditions both in the <u>West</u> Harlem neighborhood and in the economy and real estate market at large due to COVID-19, the podium of the proposed development is planned to include either residential or commercial use, resulting in two different potential development scenarios, referred to here as the Residential Podium Scenario and the Office Podium Scenario. The program for each scenario is provided below in **Table 1**.

Table 1
Proposed Project Program

	J 8		
	With Action (Residential With Action		
Use (GSF)	Podium Scenario)	(Office Podium Scenario	
Residential	±741,714 gsf	±684,358 gsf	
Residential Units	939 ¹	866 ¹	
Affordable Unit Count	235–282	217–260	
Museum	±48,015 gsf	±48,015 gsf	
Office (Commercial/CF)	±17,710 gsf	±75,018 gsf	
	±17,291 gsf⁵	±17,291 gsf <u>⁵</u>	
Banquet Hall/Event Space (UG9A)	200-person capacity	200-person capacity	
Retail	±41,991 gsf	±41,991 gsf	
Accessory Parking ²	141	130	
Total GSF	±866,721 gsf ³	±866,673 gsf ⁴	

Notes: Totals may not sum due to rounding.

- Average unit size at 790 sf/unit.
- Required accessory parking would be 282 spaces for the Residential Podium Scenario and 260 spaces for the Office Podium Scenario.
- Does not include 33,456 gsf for accessory parking, 26,292 gsf of mechanical space, and 14,452 gsf of vertical circulation space for the UG9A banquet hall/event space. Total gsf for this scenario including those non-programmatic areas is 940,921 gsf.
- Does not include 33,456 gsf for accessory parking, 26,292 gsf of mechanical space, and 14,500 gsf of vertical circulation space for the UG9A banquet hall/event space. Total gsf for this scenario including those non-programmatic areas is 940,921 gsf.
- Of this total, approximately 9,000 gsf will be a banquet hall or catering establishment with a 200-person capacity, and 3,400 gsf is intended as a conference and lounge area accessory to the commercial office use (UG6B). The remainder of the total is back-of-house and support space.

If the podium is developed with predominantly residential use (the "Residential Podium Scenario"), the development would comprise 741,714 gsf of residential use (approximately 939 units at an average of 790 sf/unit, of which approximately 235–282 would be affordable, [25–30 percent, depending on the MIH option selected]) and 17,710 gsf of commercial office use. If the podium is developed with predominantly office use (the "Office Podium Scenario"), the development would comprise 684,358 gsf of residential use (approximately 866 units at an average 790 sf/unit, of which approximately 217–260 would be affordable) and 75,018 gsf of commercial office use. In either scenario, the Proposed Project would include 48,015 gsf of community facility use (intended for a Museum of Ceivil Rrights museum) use, 17,291 gsf of a banquet hall/event space with a 200-person capacity-(Use Group 9A), and 41,991 gsf of retail

uses. The commercial UG9A use in either scenario would comprise a 17,291 gsf banquet hall for meetings, performances, conferences, and private events; an additional approximately 14,500 gsf would be for vertical circulation for this use. The proposed buildings would have an approximately 85-foot-tall base and two towers, rising to a height of approximately 363 feet (not including approximately 30 feet of mechanical bulkhead). In either scenario, three curb cuts are proposed on West 144th and 145th Streets to accommodate service access, including loading, waste removal, and access/egress from the below-grade parking facility, which will include 130-141 spaces accessory to the proposed residential use (in the Office Podium Scenario and Residential Podium Scenario, respectively). (The Office Podium Scenario would require 260 parking spaces, and the Residential Podium Scenario would require 282 spaces, accessory to the proposed residential use. The parking requirements are proposed to be modified through the special permit pursuant to ZR Section 74-533.) Overall, the development on the site would increase from a built FAR of approximately 2.07 (existing conditions) to a built FAR of approximately 12 (future with the proposed actions).

BUILD YEAR

The Applicant plans to construct the two proposed buildings in one phase, anticipated to be complete in 2026 (38 months total). Therefore, a future build year of 2026 will be examined to assess the potential impacts of the proposed actions.

C. PURPOSE AND NEED OF THE PROPOSED ACTIONS

The actions being sought would facilitate the development of the Proposed Project. The Development Site is located at a prominent intersection in <u>West</u> Harlem with excellent subway and bus access; it is directly adjacent to the No. 3 train 145th Street station (located at West 145th Street and Lenox Avenue), the Bx19 bus route (which runs along 145th Street), and the M1, M7, and M102 bus routes (which run along Lenox Avenue). As described above, it currently contains a vacant lot, one story retail stores, a one-story office building containing the headquarters of Reverend Al Sharpton's National Action Network ("NAN"), a nationally renowned civil rights organization, and the Timbuktu Islamic Center; and two gas stations (one vacant). The existing NAN office—building was constructed in 1920 and in the opinion of the Applicant is in need of significant repair and modernization.

The C8-3 zoning district includes the project block and two blocks directly north; within this district, residential and educational uses are not permitted. The surrounding area is predominantly zoned with residential districts (R8 and R7-2), and surrounding uses include 5-and 6-story apartment buildings, as well as the 27-story Esplanade Gardens apartment complex two blocks to the north. The existing zoning of the Development Site does not support dynamic, mixed-use development that would encourage services for the existing neighborhood residents and enhance the streetscape at this prominent intersection. The existing zoning also does not allow for educational and cultural uses that will benefit the City at large. Within the C8-3 zoning district, Use Group 3 museums are not permitted, nor are any residential uses—precluding the possibility of the kind of multi-use development that benefits existing residents and the neighborhood at large. Within both zoning districts, the maximum allowable commercial FAR is

² An additional approximately 14,500 gsf would be for vertical circulation and support space for banquet hall/event space use.

2.0, which would not support a significant commercial office development. As a result, the only significant recent development in the surrounding area has been a self-storage facility on the north side of West 145th Street, which is a permitted use within the existing C8-3 zoning district and likely the highest and best use at the Development Site under existing zoning.

The Proposed Actions would facilitate the development of two new buildings containing a Museum of Civil Rights; a new headquarters for the National Action NetworkNAN; a banquet hall/event space for private events as well as community gatherings and museum events; groundfloor retail space; commercial office space; and approximately 866-939 new apartments, including 217-282 permanently affordable units pursuant to MIH. The increased allowable residential FAR would maximize the opportunity for new affordable units, while the special permit modifications would support a superior site plan, better urban design, improved streetscape, and maximum flexibility for the design of the Museum of Civil Rights. The Applicant has stated that this museum, sponsored by the Civil Rights Foundation, would be a first-of-its-kind institution will be committed to preserving and promoting knowledge of the historic and contemporary intersectional struggles for civil rights, political rights, and social justice in the northern United States. - a greater understanding of the history and legacy of the modern civil rights movement in New York City and across the nation, and will The Museum's gallery space would feature immersive, multidisciplinary exhibits on the history of the northern civil rights movement and the contemporary social justice movements that continue to transform the social landscape of the United States-a variety of uniquely designed programmatic spaces. The Museum also would contain an educational component, including a series of dynamic programmatic spaces, incorporating a state-of-the- art laboratory for creative arts and media connected to social justice; a community-curated gallery to showcase local talent; and an outdoor/rooftop teaching garden. The Museum's programming may also include a conflict resolution center, designed to convene leaders, activists, and community members for regular conferences and training regarding crucial contemporary civil rights issues and managing disputes and differences with empathy and understanding. As a community-based institution, the Museum's programming is being carefully curated to serve the Harlem community in addition to being a resource and attraction for the greater region and the nation at large. The Museum's prominence in the surrounding neighborhood would be highlighted by distinctive artistic murals covering the adjacent inner facades of both towers from ground to roof, visible from afar to announce this important cultural landmark. The Museum would be designed to comply with the building standards issued by the Smithsonian Institute for affiliate museums.

The proposed new office space for NAN would replace small, outdated existing NAN headquarters and include a 3,500 sf House of Justice, which will serve as a local gathering site and community service intake center. In the Office Podium Scenario, the Proposed Project also would create Class A commercial office space, which is undersupplied in the surrounding neighborhood. The anticipated banquet hall/event space (UG9A) use would provide much-needed space for private events as well as community gatherings and museum meetings, performances, and other events. The proposed development as a whole as envisioned by the Applicant will be an iconic, transit-oriented, mixed-use complex that will enliven the streetscape and contribute significantly to the built environment of this prominent Harlem location.

The Applicant believes the Proposed Project would be consistent with the City's *Housing New York 2.0* plan, which sets a goal of building or preserving 300,000 units of high-quality affordable housing in all five boroughs by 2026. The affordable housing to be created by the Proposed Project would help alleviate the affordable housing deficit within CD 10, and the City at large. The Applicant also believes the proposed modification to reduce parking regulations

would be appropriate to reflect usage patterns in this transit-rich area and would be consistent with the City's Zoning for Quality and Affordability initiative, which exempts affordable housing units from parking requirements.

D. DEVELOPMENT SITE

As described above and detailed below in **Table 2** and **Figure 1**, the Development Site comprises Block 2013, Lots 29, 33, 38, 44, and 50, with a total lot area of 68,841 sf. The proposed rezoning area is coterminous with the Development Site. The Development Site currently includes approximately 4,000 sf of community facilitynon-profit office space (the NAN headquarters); 26,104,654 sf retail (including a vacant gas station and two vacant storefronts); 2,5504,000 sf of other community facility use (the Timbuktu Islamic Center); and 4,813 sf of vacant land. There are six curb cuts on West 144th Street and West 145th Street for building and gas station entrances.

Table 2 Lots within Development Site/Rezoning Area

Block/Lot	Lot Area (sf)	Building Area (sf)	Existing Use
2013/29	15,170	15,000	Retail, restaurant, vacant storefront, NAN headquarters, Timbuktu Islamic Center
2013/33	4,813	N/A	Vacant land
2013/38	15,986	14,988	Retail, restaurant
2013/44	13,988	322	Gas station, not in use
2013/50	18,884	2,344	Gas station

The proposed rezoning would increase the maximum allowable FAR within the Rezoning Area from a maximum existing FAR of 4.6 for residential use (within the R7-2 district, for a quality housing development) to a maximum proposed FAR of 12, and from a maximum FAR of 2.0 for commercial use to a maximum FAR of 3.4. The maximum allowable FAR for community facility use would increase from a maximum of 2.0 FAR to a maximum of 10.0.

E. ANALYSIS FRAMEWORK

The <u>2020</u> CEQR Technical Manual will serve as a general guide on the methodologies and impact criteria for evaluating the proposed actions' potential effects on the various environmental areas of analysis. In disclosing impacts, the EIS will consider the proposed actions' potential adverse impacts on its environmental setting. A future build year of 2026 will be examined to assess the potential impacts of the proposed actions. Consequently, the environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives include descriptions of existing conditions, conditions in the future without the proposed actions (the No Action scenario), and conditions in the future with the proposed actions (the With Action scenario). The incremental difference between the No Action and With Action conditions is analyzed to determine the potential environmental effects of the proposed actions.

NO ACTION SCENARIO

For the purposes of a conservative analysis, it is assumed that the in the future without the proposed actions (the No Action scenario), the dimensions of zoning Lot 29 and Lot 33 would be reconfigured to 100' x 100' each, to eliminate the split zoning lot condition for Lot 29. The

existing buildings on the Development Site would be demolished and replaced with five new asof-right buildings containing a total of approximately: 70,486 gsf (68,433 zoning square feet [zsf]) of retail use, 180,075 gsf (163,705 zsf) of office use, 41,556 gsf (39,958 zsf) gsf of residential use (approximately 49 units, at an average size of 850 sf/unit), and 33,238 gsf (30,217 zsfa) of community facility (medical office) use (see Figures 8a and 8b). The new buildings would total approximately 325,355 gsf (302,312 zsf) of new development, for a built FAR of approximately 4.40 (built FAR within the C8-3 portion of the Development Site would be 3.45, and the built FAR within the R7-2 portion of the Development Site would be 6.5). The residential use would be restricted to the portion of the site located in the R7-2 district (Lot 29), since this use is not permitted within the C8-3 zoning district. The new buildings would rise to a base height of approximately 59 feet along West 145th Street, with upper stories rising to between 70 and 98 feet (without mechanicals), with the exception of the building at the corner of Lenox Avenue and West 145th Street, which could rise to a maximum roof height of approximately 124 feet (without mechanicals). The No Action scenario is projected to require approximately 165 parking spaces accessory to the retail, office, and community facility medical office uses, which would be accommodated below grade within the proposed buildings. (Parking would not be required for the residential use in the No Action scenario pursuant to ZR Section 25-242, because zoning Lot 29 would be reconfigured to a 100' x 100' lot to eliminate the split zoning lot condition, and there is no required parking for zoning lots of 10,000 sf or less.) Two curb cuts, for the parking facility and loading areas, would be located on West 145th Street. For the purposes of a conservative analysis, it is assumed that all of the residential units would be market-rate in the No Action scenario.

As described above, the Timbuktu Islamic Center is currently located on the Development Site, at 103 West 144th Street. The Center's lease expired in June of 2021. In the event the Center does not relocate upon expiration of its lease, it would be directly displaced in both the No Action and With Action scenarios. The Applicant has worked with the Timbuktu Islamic Center and hired third party advisors to identify relocation options, and the Center is under contract to purchase a relocation site within the neighborhood.

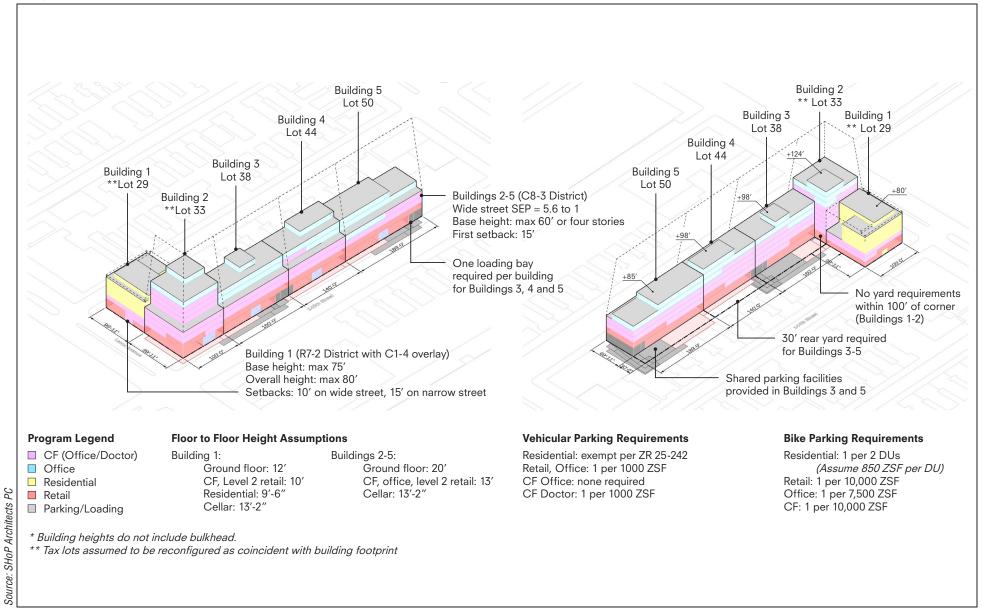
WITH ACTION SCENARIO

In the With Action scenario, the existing buildings on the Development Site would be demolished, and in their place the Proposed Project would be constructed. The Proposed Project would include community facility usespace (intended for a Museum of Civil Rights); office space (a portion of which is intended for a new headquarters for NANthe National Action Network), a banquet hall/event space for private events as well as a community gatherings and museum events space, ground-floor retail space; and approximately 866-939 new apartments, including 217-282 permanently affordable units pursuant to MIH. In total, the Proposed Project would be approximately 9401,0900 gsf. To allow the Applicant to respond appropriately to rapidly changing market conditions both in the West Harlem neighborhood and in the economy and real estate market at large due to COVID-19, the podium of the proposed development is planned to include either residential or commercial use, resulting in two different potential development scenarios. As detailed above in Table 1, if the podium is developed with predominantly residential use (the "Residential Podium Scenario"), the development would comprise 741,714 gsf (701,203 zsf) of residential use (approximately 939 units at an average of 790 sf/unit, of which approximately 235-282 would be permanently affordable, [25-30 percent, depending on the MIH option selected]), and 17,710 gsf (17,002 zsf) of commercial office use. If the podium is developed with predominantly office use (the "Office Podium Scenario"), the development

No Action Building Site Plan

One 45

Figure 8a



No Action Building Sections Figure 8b **ONE 45**

would comprise 684,358 gsf (646,053 zsf) of residential use (approximately 866 units at an average 790 sf/unit, of which approximately 217–260 would be permanently affordable) and 75,018 gsf (72,147 zsf) of commercial office use. In either scenario, the Proposed Project would include 48,015 gsf (44,458 zsf) of community facility use (intended for a Museum of Ceivil rRights museum) use, 17,291 gsf of banquet hall/event space with a 200-person capacity (Use Group 9A) for private events as well as community gatherings and museum events, and 41,991 gsf (33,114 zsf) of retail uses. The commercial UG9A use in either scenario would comprise a 17,291 gsf banquet hall for meetings and private events; an additional approximately 14,500 gsf would be for vertical circulation for this use. The proposed buildings would have an approximately 85-foot-tall base and two towers, rising to a height of approximately 363 feet (not including approximately 30 feet of mechanical bulkhead). Both scenarios would be within the proposed maximum tower envelope. In either scenario, three curb cuts are proposed on West 144th and 145th Streets to accommodate service access, including loading, waste removal, and access/egress from the below-grade parking facility.

See **Table 3** for a comparison of the No Action and With Action scenarios. As described above, the development on the site would increase from a built floor area ratio (FAR) of approximately 2.07 (existing conditions) to a built FAR of approximately 12. The With Action scenario will assume that either 25 or 30 percent of the new residential units would be designated as affordable, in compliance with MIH. The Applicant anticipates pursuing MIH Option 1. As described above, for purposes of environmental review, the EIS assumes the more conservative MIH option specific to that analysis (i.e., the option that generates the greatest potential for significant adverse environmental impacts). For those analysis categories which specify level of affordability (e.g., child care), the analysis will assume 20 percent of the residential units would be set aside for households with incomes at or below 80 percent of the AMI.

Table 3 Comparison of No Action and With Action Scenarios

Use (GSF)	Existing Condition	No Action Scenario	With Action (Residential Podium Scenario)	With Action (Office Podium Scenario)	Increment (Residential Podium Scenario)	Increment (Office Podium Scenario)
Residential	0 gsf	±41,556 gsf	±741,714 gsf	±684,358 gsf	700,158 gsf	642,802 gsf
Residential Units	0	49 ¹	939 ²	866 ²	890	817
Affordable Unit Count	0	0	235-282	217–260	235–282	217–260
Museum	0	0	±48,015 gsf	±48,015 gsf	48,015 gsf	48,015 gsf
Office (Commercial/CF)	±4,000 gsf	±180,075 gsf	±17,710 gsf	±75,018 gsf	(162,365) gsf	(105,057) gsf

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³ Of this total, approximately 9,000 gsf will be a banquet hall or catering establishment with a 200-person capacity, and 3,400 gsf is intended as a conference and lounge area accessory to the commercial office use (UG6B). The remainder of the total is back-of-house and support space. An additional approximately 14,500 gsf would be for vertical circulation support space for the banquet hall/event space use.

Banquet Hall/Event Space (UG9A)	0	0	±17,291 gsf ^{<u>a</u> 200-person capacity}	±17,291 gsf ^{<u>8</u>} <u>200-person</u> <u>capacity</u>	17,291 gsf ^{<u>a</u> <u>200-person</u> <u>capacity</u>}	17,291 gsf ^{<u>a</u> <u>200-person</u> <u>capacity</u>}
Community Facility	±2,554,000 gsf	±33,238 gsf	0	0	(33,238) gsf	(33,238) gsf
Retail	±2 <u>6,10</u> 4, 65 4 gsf ³	±70,486 gsf ^{<u>Z</u>}	±41,991 gsf	±41,991 gsf	(28,495) gsf	(28,495) gsf
Accessory Parking	20	165	141	130	(24)	(35)
Vacant Land	4,813 sf	0	0	0	0	0
Total GSF	±32,654 gsf	±325,355 gsf	±866,721 gsf ⁴	±866,673 gsf ⁵	541,366 gsf ⁶	541,318 gsf ⁶

Notes: Totals may not sum due to rounding.

- Average unit size at 850 sf/unit.
- Average unit size at 790 sf/unit.
- Includes approximately 2,322 gsf of vacant storefront and gas station space.
- Does not include 33,456 gsf for accessory parking, 26,292 gsf of mechanical space, and 14,452 gsf of vertical circulation space for the banquet hall/event space. Total gsf for this scenario including those non-programmatic areas is 940,893924 gsf.
- Does not include 33,456 gsf for accessory parking, 26,292 gsf of mechanical space, and 14,500 gsf of vertical circulation space for the banquet hall/event space. Total gsf for this scenario including those non-programmatic areas is 940,93621 gsf.
- Obes not include square footages for accessory parking, mechanical space, or vertical circulation space for the banquet hall/event space (UG9A).
- Ones not include approximately 35,110 gsf of potential additional below-grade retail space, for purposes of a conservative analysis.
- Of this total, approximately 9,000 gsf will be a banquet hall or catering establishment with a 200-person capacity, and 3,400 gsf is intended as a conference and lounge area accessory to the commercial office use (UG6B). The remainder of the total is back-of-house and support space.

In total, the incremental development that is projected to occur within the affected area in the future with the proposed actions, compared to the future without the proposed actions, is as follows: 48,015 gsf of museum use; 642,802–700,158 gsf of residential use, or approximately 817–890 units (a portion of which are assumed to be affordable pursuant to MIH); 17,291 gsf of banquet hall/event space with a 200-person capacity; a reduction of 105,057–162,365 gsf of office use; a reduction of 28,495 gsf of retail use; a reduction of 33,238 gsf of community facility/medical office use; and a reduction of 24–35 accessory parking spaces.

F. CITY ENVIRONMENTAL QUALITY REVIEW

CEQR OVERVIEW

New York City has formulated an environmental review process, CEQR, pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (Part 617 of 6 New York Codes, Rules, and Regulations). The City's CEQR rules are found in Executive Order 91 of 1977 and subsequent rules and procedures adopted in 1991 (62 Rules of the City of New York, Chapter 5). CEQR's mandate is to assure that governmental agencies undertaking actions within their discretion take a "hard look" at the environmental consequences of each of those actions so that all potential significant environmental impacts of each action are fully disclosed, alternatives that reduce or eliminate such impacts are considered, and appropriate, practicable measures to reduce or eliminate such impacts are adopted.

The CEQR process begins with selection of a "lead agency" for the review. The lead agency is generally the governmental agency which is most responsible for the decisions to be made on a proposed action and which is also capable of conducting the environmental review. For the Proposed Project, the Department of City Planning (DCP), acting on behalf of CPC, is the CEQR lead agency.

DCP, after reviewing the Environmental Assessment Statement (EAS), has determined that the proposed actions have the potential for significant adverse environmental impacts and that an

EIS must be prepared. A public scoping of the content and technical analysis of the EIS is the first step in its preparation, as described below. Following completion of scoping, the lead agency oversees preparation of a draft EIS (DEIS) for public review.

DCP and CPC will hold a public hearing during the Commission's period for consideration of the application. That hearing record is held open for 10 days following the open public session, at which time the public review of the DEIS ends. The lead agency then oversees preparation of a final EIS (FEIS), which incorporates all relevant comments made during public review of the DEIS. The FEIS is the document that forms the basis of CEQR Findings, which the lead agency and each involved agency (if applicable) must make before taking any action within its discretion on the proposed actions.

SCOPING

The CEQR scoping process is intended to focus the EIS on those issues that are most pertinent to the proposed actions. The process at the same time allows other agencies and the public a voice in framing the scope of the EIS. During the period for scoping, those interested in reviewing the draft EIS scope may do so and give their comments in writing to the lead agency or at the public scoping meeting. The Draft Scope of Work was issued on April 9, 2021. The public, interested agencies, Manhattan Community Board 10, and elected officials were invited to comment on the Draft Scope, either in writing or orally, at the public scoping meeting held on May 10, 2021 at 2 PM. In support of the City's efforts to contain the spread of Covid-19, the public scoping meeting was held remotely. Comments received during the Draft Scope's public meeting and written comments received up to The period for comments on the Draft Scope of Work will remain open for 10 days following the meeting (through May 20, 2021) were considered and incorporated, as appropriate, into the Final Scope of Work, at which point the scope review process will be closed. The lead agency will then overseeoversaw the preparation of a Final Scope of Work, which incorporates all relevant comments made on the scope and revises the extent or methodologies of the studies, as appropriate, in response to comments made during scoping. Appendix A includes responses to comments made on the Draft Scope of Work. The written comments received are included in Appendix B. The DEIS will be prepared in accordance with the Final Scope of Work.

G. PROPOSED SCOPE OF THE ENVIRONMENTAL IMPACT STATEMENT

The scope of the EIS will conform to all applicable laws and regulations and will follow the guidance of the 2020 CEQR Technical Manual.

The EIS will contain:

- A description of the proposed actions and the environmental setting;
- A statement of the environmental impacts of the proposed actions, including its short- and long-term effects, and typical associated environmental effects;
- An identification of any adverse environmental effects that cannot be avoided if the proposed actions are implemented;
- A discussion of reasonable alternatives to the proposed actions;
- An identification of any irreversible and irretrievable commitments of resources that would be involved if the proposed project is built; and

• A description of mitigation measures proposed to minimize or fully mitigate any significant adverse environmental impacts.

The analyses for the proposed actions will be performed for the expected year of completion of construction of the Proposed Project, which is 2026. The No Action future baseline condition to be analyzed in all technical chapters will assume that absent the proposed actions, the existing buildings on the Development Site would be demolished and replaced with five new as-of-right buildings containing a total of approximately: 180,075 gsf (163,705 zsf) of office use, 70,486 gsf (68,433 zsf) of retail use, 41,556 gsf (39,958 zsf) of residential use (49 units), and 33,238 gsf (30,217 zsf) of community facility (medical office) use. The new buildings would total approximately 325,355 gsf (302,312 zsf) of new development.

Below is a description of the environmental categories in the *CEQR Technical Manual* that will be analyzed in the EIS and a description of the tasks to be undertaken.

PROJECT DESCRIPTION

This chapter introduces the reader to the proposed actions and sets the context in which to assess impacts. The chapter gives the public and decision-makers a baseline to compare the With Action scenario, the No Action scenario, and any alternative options, as appropriate.

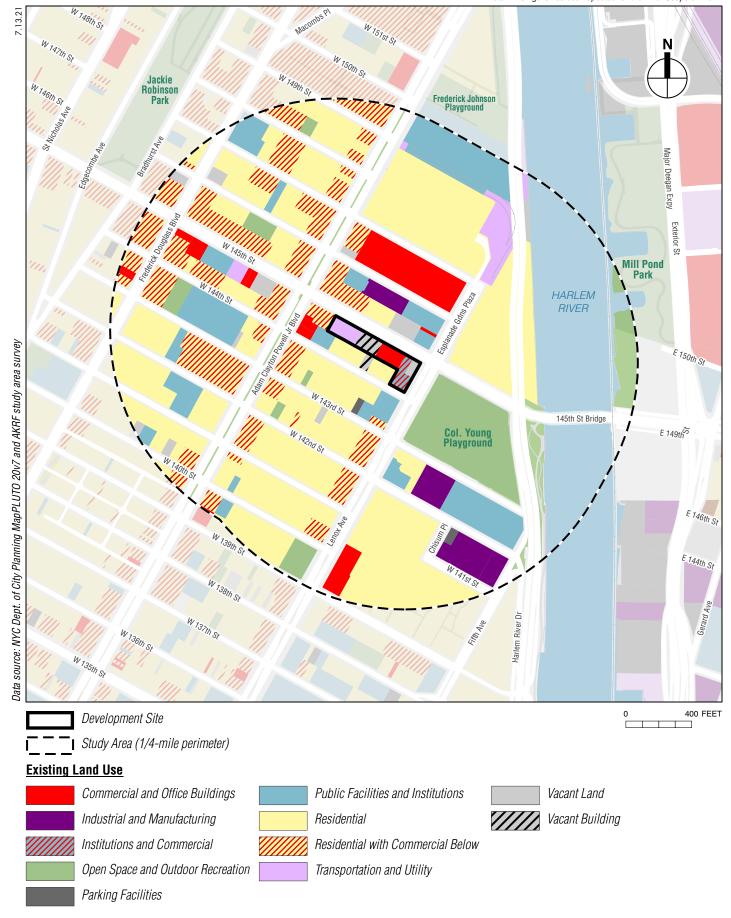
The chapter will contain a project identification (brief description and location of the Development Site/Rezoning Area); the background and/or history of the Development Site and the Proposed Project; a statement of purpose and need for the proposed actions; a detailed description of the Proposed Project; and a discussion of the approvals required, procedures to be followed, and the role of the EIS in the process. The chapter will also describe the analytic framework for the EIS.

The project description will include a discussion of key project elements, such as site plans and elevations, access and circulation, and other project features. The section on required approvals will describe all public actions required to develop the Proposed Project. The role, if any, of any other public agency in the approval process will also be described. The role of the EIS as a full disclosure document to aid in decision-making will be identified and its relationship to any other approval procedures will be described.

LAND USE, ZONING, AND PUBLIC POLICY

A land use analysis characterizes the uses and development trends in the area that may be affected by a proposed project. The analysis also considers the project's compliance with and effect on the area's zoning and other applicable public policies. That assessment, which provides a baseline for other analyses, will consist of the following tasks:

- Provide a brief development history of the Development Site/Rezoning Area and study area.
- Describe conditions on the Development Site, including existing uses and the current zoning.
- Describe predominant land use patterns in the study area, including recent development trends. The study area will include land uses within approximately ½-mile of the Development Site (see **Figure 9**).
- Provide a clear zoning map and discuss existing zoning and recent zoning actions in the study area.



ONE 45 Figure 9

- Summarize other public policies that may apply to the Development Site and study area, including any formal neighborhood or community plans, the New York City Waterfront Revitalization Program (WRP), and OneNYC. Describe any public policy goals for the area that would potentially be affected by the proposed actions.
- Prepare a list of other projects expected to be built in the study area that would be completed before or concurrent with the Proposed Project (No Action projects). Describe the effects of these projects on land use patterns and development trends. Also, describe any pending zoning actions or other public policy actions that could affect land use patterns and trends in the study area, including plans for public improvements.
- Describe the proposed actions and provide an assessment of the impacts of the proposed actions on land use and land use trends, zoning, and public policy. Consider the effects related to issues of compatibility with surrounding land use, consistency with zoning and other public policy initiatives, and the effect of the project on development trends and conditions in the area.

SOCIOECONOMIC CONDITIONS

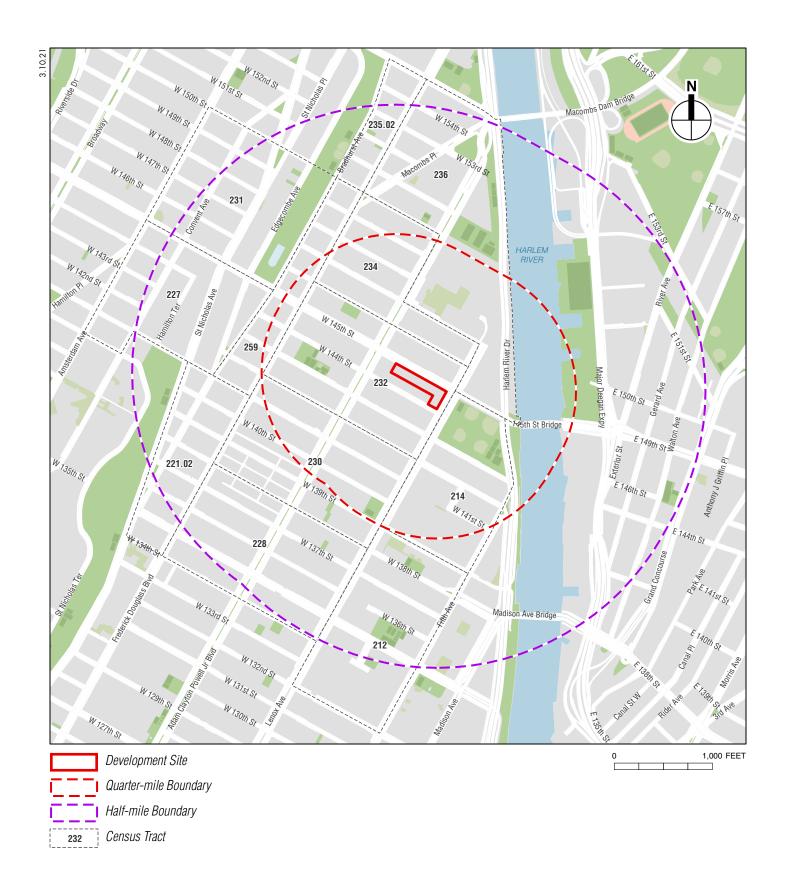
This chapter will assess the proposed actions' potential effects on the socioeconomic character of the surrounding area. The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Although socioeconomic changes may not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area.

The socioeconomic study area boundary will be dependent on the size of the area's population in the future without the proposed actions, and the characteristics of the proposed development within the rezoning area, pursuant to Section 310 of Chapter 5 of the CEQR Technical Manual. A socioeconomic assessment seeks to assess the potential to change socioeconomic character relative to the study area population. The proposed actions are expected to generate a net increase of approximately 817–890 dwelling units on the Development Site. For projects or actions that result in an increase in population, the scale of the relative change is typically represented as a percent increase in population (i.e., a project that would result in a relatively large increase in population may be expected to affect a larger study area). Therefore, the socioeconomic study area would be expanded from a ¼-mile radius to a ½-mile radius if the development associated with the proposed actions would increase the population within a ¼-mile radius by at least 5 percent compared to the expected No Action population (see Figure 10).

The six principal issues of concern with respect to socioeconomic conditions are whether a proposed project would result in significant adverse impacts due to: (1) direct residential displacement; (2) direct business displacement; (3) indirect residential displacement; (4) indirect business displacement due to increased rents; (5) indirect business displacement due to retail market saturation; and (6) adverse effects on specific industries. The following describes whether and how each of these issues will be addressed in the EIS.

DIRECT RESIDENTIAL DISPLACEMENT

Direct residential displacement is the involuntary displacement of residents from a site directly affected by an action. The proposed actions would not result in the direct displacement of any residents. Therefore, an assessment of direct residential displacement is not warranted.



DIRECT BUSINESS DISPLACEMENT

Direct business displacement is the involuntary displacement of businesses from a site directly affected by an action. The proposed actions would not result in any direct business displacement. In the future without the proposed actions, the existing uses on the Development Site—approximately 22,78332 sf of retail, restaurant, and gas station use and 6,5508,000 gsf of non-profit office and community facility space (NAN offices and Timbuktu Islamic Center)—would be displaced to accommodate as-of-right development. Because the displacement of these uses would occur irrespective of the proposed actions, the proposed actions would not result in significant adverse direct business displacement impacts, and further assessment of this concern is not warranted.

INDIRECT RESIDENTIAL DISPLACEMENT

Indirect residential displacement is the involuntary displacement of residents that results from a change in socioeconomic conditions created by a proposed action. Indirect residential displacement can occur if a project either introduces a trend or accelerates a trend of changing socioeconomic conditions that leads to increased residential rents, which in turn may displace a vulnerable population to the extent that the socioeconomic character of the neighborhood would change. To assess this potential impact, the analysis will address a series of threshold questions in terms of whether the project substantially alters the demographic character of an area through population change or the introduction of more costly housing.

The indirect residential displacement analysis will use the most recent available U.S. Census data, New York City Department of Finance's Real Property Assessment Data (RPAD), as well as current real estate market data to present demographic and residential market trends and conditions for the study area. The presentation of study area characteristics will include population estimates, housing tenure and vacancy status, median gross rent, current market rate rents, and average and median household incomes. The preliminary assessment will carry out the following step-by-step evaluation:

- Step 1: Determine if the proposed actions would add substantial new population with different income as compared with the income of the study area population. If the expected average incomes of the new population would be similar to the average incomes of the study area populations, no further analysis is necessary. If the expected average incomes of the new population would exceed the average incomes of the study area populations, then Step 2 of the analysis will be conducted.
- Step 2: Determine if the proposed actions' population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- Step 3: Determine whether the study area has already experienced a readily observable trend toward increasing rents and the likely effect of the proposed actions on such trends. This evaluation will consider the following:
 - If the vast majority of the study area has already experienced a readily observable trend toward increasing rents and new market development, further analysis is not necessary.
 However, if such trends could be considered inconsistent and not sustained, a detailed analysis may be warranted.
 - If no such trend exists either within or near the study area, the actions could be expected
 to have a stabilizing effect on the housing market within the study area by allowing

- limited new housing opportunities and investment. In this circumstance no further analysis is necessary.
- If those trends do exist near to or within smaller portions of the study area, the action could have the potential to accelerate an existing trend. In this circumstance, a detailed analysis will be conducted.

A detailed analysis, if warranted, would utilize more in-depth demographic analysis and field surveys to characterize existing conditions of residents and housing, identify populations at risk of displacement, assess current and future socioeconomic trends that may affect these populations, and examine the effects of the proposed actions on prevailing socioeconomic trends and, thus, impacts on the identified populations at risk. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

INDIRECT BUSINESS DISPLACEMENT DUE TO INCREASED RENTS

The indirect business displacement analysis determines whether the proposed actions may introduce trends that make it difficult for those businesses that provide products and services essential to the local economy, or those subject to regulations or publicly adopted plans to preserve, enhance, or otherwise protect them, to remain in the area. The purpose of this analysis is to determine whether a proposed action has potential to introduce such a trend. The preliminary assessment will entail the following tasks:

- Identify and characterize conditions and trends in employment and businesses within the study area. This analysis will be based on field surveys, and employment data from the New York State Department of Labor and/or Census.
- Determine whether the proposed actions would introduce enough of a new economic activity to alter existing economic patterns.
- Determine whether the proposed actions would add to the concentration of a particular sector of the local economy enough to alter or accelerate an ongoing trend to alter existing economic patterns.
- Determine whether the proposed actions would directly displace uses of any type that directly support businesses in the area or bring people to the area that form a customer base for local businesses.
- Determine whether the proposed actions could directly or indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the area.

If the preliminary assessment determines that the proposed actions could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the area, a detailed analysis will be conducted. Following *CEQR Technical Manual* guidelines, the detailed analysis would determine whether the proposed actions would increase property values and thus increase rents for a potentially vulnerable category of business and whether relocation opportunities exist for those businesses. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

INDIRECT BUSINESS DISPLACEMENT DUE TO RETAIL MARKET SATURATION

An assessment of potential business displacement due to retail market saturation (i.e., competition) is not warranted. The proposed actions are not expected to add to, or create, a retail concentration that may draw a substantial amount of sales from existing businesses within the

study area to the extent that certain categories of business close and vacancies in the area increase, thus resulting in potential for disinvestment on local retail streets. According to the guidelines established in the *CEQR Technical Manual*, projects resulting in less than 200,000 gsf of retail on a single development site would not typically result in socioeconomic impacts warranting assessment. The proposed actions would result in a net decrease in retail uses on the Development Site by 2026.

ADVERSE EFFECTS ON SPECIFIC INDUSTRIES

Based on the findings of the indirect displacement assessment described above, a preliminary assessment of potential effects on specific industries will examine the following:

- Whether the proposed actions would significantly affect business conditions in any industry or category of businesses within or outside the study area; and
- Whether the proposed actions would indirectly substantially reduce employment or impair the economic viability in a specific industry or category of businesses.

The industries or categories of businesses that will be considered in this assessment are those specified in the North American Industry Classification System (NAICS) as promulgated by the U.S. Census Bureau.

COMMUNITY FACILITIES AND SERVICES

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, early childhood program centers, health care facilities and fire and police protection. A project can affect community facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility. This chapter of the EIS will evaluate the effects on community services due to the proposed actions.

The proposed actions would not have a direct effect on community facilities, as there would not be a physical displacement or alteration of any community facilities, as defined in the *CEQR Technical Manual*. According to the *CEQR Technical Manual*, preliminary thresholds indicating the need for detailed analyses of indirect effects on community facilities are as follows:

- Public Schools: According to the CEQR Technical Manual, a project that would result in more than 50 new elementary/middle school or 150 high school students warrants a detailed analysis. Table 6-1 of the CEQR Technical Manual states that the School Construction Authority's (SCA) Projected Public School Ratio for a project's Community School District (CSD) should be used to determine the threshold for detailed analysis in that CSD. For Manhattan Community School District 5, in which the Development Site is located, SCA's Projected Public School Ratio multipliers are 0.09 for elementary school students, 0.03 for middle school students, and 0.02 for high school students. Therefore, under these ratios a project in Manhattan CSD 5 would meet the threshold for a detailed analysis if it would create 414, or 7,500 more new residential units, for elementary/middle, and high schools, respectively.
- Libraries: A greater than 5 percent increase in the ratio of residential units to libraries in the borough. For Manhattan, this is equivalent to an increase of 1,033 residential units.
- Health Care Facilities: The ability of health care facilities to provide services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed

assessment of health care facilities is included only if a proposed project would directly affect the physical operations of, or access to and from, a hospital or public health clinic, or if a proposed action would create a sizeable new neighborhood where none existed before.

- Early Childhood Program Facilities (publicly funded): More than 20 eligible children based on the number of new low/moderate-income residential units by borough. For Manhattan, an increase of 170 low/moderate-income residential units exceeds this threshold.
- Fire Protection: The ability of the fire department to provide fire protection services for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of fire protection services is included only if a proposed action would directly affect the physical operations of, or access to and from, a fire station house, or if a proposed action would create a sizeable new neighborhood where none existed before.
- Police Protection: The ability of the police department to provide public safety for a new project usually does not warrant a detailed assessment under CEQR. Generally, a detailed assessment of police protective services is included only if a proposed action would directly affect the physical operations of, or access to and from, a precinct house, or if a proposed action would create a sizeable new neighborhood where none existed before.

Based on these thresholds, the proposed actions are not expected to trigger detailed analyses of public high schools, libraries, outpatient health care facilities or police and fire protection serving the rezoning area. However, based on a projected incremental increase of up to 890 residential units for the rezoning area, the proposed actions will require analyses for public elementary/intermediate schools and publicly funded early childhood programs. This chapter will therefore include analyses of public elementary/intermediate schools and publicly funded early childhood programs, following the guidance of the CEQR Technical Manual. These analyses would include the tasks described below.

PUBLIC SCHOOLS

The analysis of public elementary/intermediate schools will include the following tasks:

- The primary study area for the analysis of elementary/intermediate schools should be the school districts' "sub-district" in which a project is located. Identify schools serving the Development Site and discuss the most current information on enrollment, capacity, and utilization from the Department of Education.
- Based on the data provided from the Department of Education, the School Construction Authority, and DCP, future conditions in the area without the proposed actions will be determined.
- Based on methodology presented in the CEQR Technical Manual, the potential impact of students generated by the proposed actions on public elementary/intermediate schools will be assessed. Under CEQR Technical Manual guidelines, a significant adverse impact to public schools may result if a proposed project would result in both of the following: a collective utilization rate of the elementary or intermediate schools in the study area that is equal to or greater than 100% of the With Action condition; and an increase of five percentage points or more in the collective utilization rate between the No Action and With Action conditions.
- If the Proposed Project is determined to have a significant adverse impact related to public schools, mitigation for this impact would be identified.

PUBLICLY FUNDED EARLY CHILDHOOD PROGRAMS

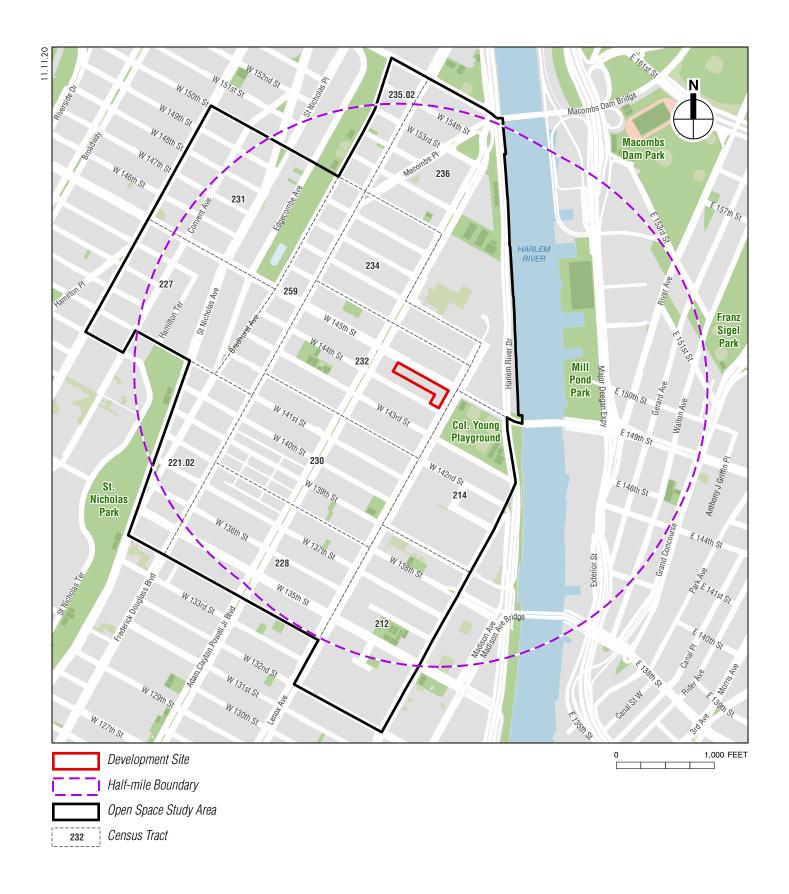
The analysis of publicly-funded early childhood programs will include the following tasks:

- Identify existing publicly funded early childhood programs within approximately 2 miles of the rezoning area.
- Describe each facility in terms of its location, number of slots (capacity), and existing enrollment. Information will be based on publicly available information and/or consultation with the Administration for Children's Services' Division of Child Care and Head Start (CCHS).
- Any expected increases in the population of children under age 6 within the eligibility income limitations, based on CEQR methodology, will be discussed as potential additional demand, and the potential effect of any population increases on demand for publicly funded early childhood programs in the study area will be assessed. The potential effects of the additional eligible children resulting from the proposed actions will be assessed by comparing the estimated net demand over capacity to the net demand over capacity estimated in the No Action condition.
- Under CEQR Technical Manual guidelines, a significant adverse impact to publicly-funded early childhood programs may result if a proposed project would result in both of the following: a collective utilization rate of the early childhood programs in the study area that is equal to or greater than 100% of the With Action condition; and an increase of five percentage points or more in the collective utilization rate between the No Action and With Action conditions.
- If the Proposed Project is determined to have a significant adverse impact related to publicly-funded early childhood programs, mitigation for this impact would be identified.

OPEN SPACE

The CEQR Technical Manual recommends performing an open space assessment if a project would have a direct effect on an area open space (e.g., displacement of an existing open space resource) or an indirect effect through increased population size (for the Development Site, an assessment would be required if the Proposed Project's population is greater than 200 residents or 500 employees).

Compared to conditions in the future No Action condition, the proposed actions are expected to result in an incremental reduction in employees (a decrease of 435 workers in the Office Podium Scenario, and a decrease of 661 workers in the Residential Podium Scenario), and therefore would generate less than the 500-employee threshold for an assessment of the potential for indirect effects on open space due to an increased worker population. However, the incremental increase in the residential population resulting from the proposed actions—estimated to be between 1.9281,961 (in the Office Podium Scenario) and 2.1002,136 residents (in the Residential Podium Scenario)—would exceed the 200-resident CEQR threshold requiring a residential open space analysis. The methodology set forth in the CEQR Technical Manual consists of establishing a study area for analysis, calculating the total population in the study area, and creating an inventory of publicly accessible open spaces within a ½-mile of the Development Site (see Figure 11); this inventory will include examining these spaces for their facilities (active vs. passive use), condition, and use (crowded or not). The analysis will consider the scenario with the higher incremental residential population (the Residential Podium Scenario). The chapter will project conditions in the No Action scenario, and assess impacts of



the proposed actions based on quantified ratios and qualitative factors. The analysis will begin with a preliminary assessment to determine the need for further analysis. If warranted, a detailed assessment will be prepared, following the guidelines of the CEQR Technical Manual. A detailed open space analysis typically breaks down study area population by age group and details the amount and quality of various types of open space to assess the availability of particular types of open space for particular age groups. In conducting this assessment, the analysis focuses on where shortfalls in open space may exist now (or in the future), to identify whether such shortfalls are a result of the Proposed Project.

Under CEQR Technical Manual guidelines, a significant adverse impact to open space may result if: there would be a direct displacement/alteration of existing open space within the study area that has a significant adverse effect on existing users, unless the proposed project would provide a comparable replacement within the study area; the project would reduce the open space ratio by more than five percent in areas of the City that are currently below the City's median community district ratio of 1.5 acres per 1,000 residents; the project would result in a significant physical effect on existing open space by increasing shadow, noise, air pollutant emissions, or odors compared to the No Action condition; or would result in a qualitative impact compared to the No Action condition. If the Proposed Project is determined to have a significant adverse impact related to open space, mitigation for this impact would be identified.

SHADOWS

The CEQR Technical Manual requires a shadows assessment for proposed actions that would result in new structures greater than 50 feet in incremental height, or of any height if the project site is adjacent to, or across the street from, a sunlight-sensitive resource. Sunlight-sensitive resources include publicly accessible open spaces, sunlight-sensitive features of historic resources, and natural features.

The proposed actions would result in two buildings with two 363-foot-tall towers, one facing West 145th Street and one facing Lenox Avenue. In addition, the Colonel Charles Young Playground, a public playground, is located directly east of the Development Site, across Lenox Avenue. Therefore, a shadows analysis will be conducted following the methodology described in the *CEQR Technical Manual* to determine whether and to what extent new shadows would reach this playground and other nearby sunlight-sensitive resources. The analysis will follow the tiered screening methodology laid out in the *CEQR Technical Manual*. Tasks will include:

- Develop a base map illustrating the Development Site in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.
- Determine the longest possible shadow that could result from the proposed actions to determine whether it could reach any sunlight-sensitive resources at any time of year.
- Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- Develop a three-dimensional representation of the proposed actions.
- Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.
- Document the analysis with graphics comparing shadows resulting from the No Action scenario with shadows in the With Action scenario, with incremental shadow highlighted in a

contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.

• Assess the significance of any shadow impacts on sunlight-sensitive resources. If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

HISTORIC AND CULTURAL RESOURCES

The CEQR Technical Manual identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts (NYCHDs); properties calendared for consideration as NYCLs by the Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation; properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing, or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; and National Historic Landmarks (NHLs).

According to the CEQR Technical Manual, a historic and cultural resources assessment is required if a project would have the potential to affect either archaeological or architectural resources. The Proposed Project would require subsurface disturbance on the Development Site. Therefore, consistent with the CEQR Technical Manual, the historic and cultural resources analysis will include the following tasks:

- Consult with LPC regarding the potential archaeological sensitivity of the Development Site.
 In a comment letter dated January 19, 2021, the New York City Landmarks Commission
 concluded that the Development Site has no archaeological significance. Therefore, this
 analysis will focus on standing structures only.
- Identify any known architectural resources within a 400-foot study area surrounding the Development Site. Conduct a field survey to identify any potential architectural resources that could be affected by the proposed actions. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYCL designation and/or S/NR listing. Determinations of eligibility from LPC will be requested for any potential architectural resources. Map and briefly describe any identified architectural resources.
- Evaluate the potential for the proposed actions to result in direct, physical effects on any identified architectural resources pursuant to CEQR. Assess the potential for the proposed actions to result in any visual and contextual impacts on architectural resources. Potential effects will be evaluated through a comparison of the future No Action condition and the future With Action condition.
- If necessary, mitigation measures to avoid or reduce potential significant adverse impacts on historic or cultural resources will be identified, in consultation with LPC.

URBAN DESIGN AND VISUAL RESOURCES

According to the methodologies of the CEQR Technical Manual, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared.

The proposed actions include a rezoning that would allow for additional FAR to be developed within the Rezoning Area; therefore, a preliminary assessment of urban design and visual

resources will be prepared as part of the EIS. The preliminary assessment will determine whether the proposed actions, in comparison to the No Action condition, would create a change to the pedestrian experience that is significant enough to require greater explanation and further study. The study area for the preliminary assessment of urban design and visual resources will be consistent with that of the study area for the analysis of land use, zoning, and public policy (¼-mile). The preliminary assessment will include a concise narrative of the existing area, the No Action condition, and the future with the proposed actions. The analysis will draw on information from field visits to the study area and will present photographs, zoning and floor area calculations, building heights, project drawings and site plans, and view corridor assessments.

A detailed analysis will be prepared if warranted based on the preliminary assessment. As described in the CEQR Technical Manual, examples of projects that may require a detailed analysis are those that would make substantial alterations to the streetscape of a neighborhood by noticeably changing the scale of buildings, potentially obstruct view corridors, or compete with icons in the skyline. The detailed analysis would describe the urban design and visual resources of the Development Site and the surrounding area. The analysis would describe the potential changes that could occur to urban design and visual resources in the future with the proposed actions, in comparison to the No Action condition, focusing on the changes that could potentially adversely affect a pedestrian's experience of the area. If necessary, mitigation measures to avoid or reduce potential significant adverse impacts will be identified.

NATURAL RESOURCES

The New York City Council recently enacted legislation intended to decrease bird strikes at buildings; therefore, the Proposed Project would be required to adhere to Section 1403.8 of the New York City Building Code, which was enacted on January 10, 2020 to specify bird friendly design and construction requirements in accordance with Article 103, Section 36, of Title 28 of the Administrative Code of the City of New York. The EIS will assess the potential for the Proposed Project to affect wildlife, including long-term effects such as the potential for bird strikes with the proposed buildings. The Development Site is not within an area identified as having the potential to contain endangered and/or threatened species, and the Proposed Project would redevelop an existing developed lot and would not likely result in the removal of any vegetation. Therefore, natural resources will be evaluated in the EIS as a screening level assessment.

HAZARDOUS MATERIALS

The CEQR Technical Manual identifies examples of projects where a hazardous materials assessment is warranted, including rezonings (or other discretionary approvals) allowing commercial or residential uses in an area in or within close proximity to current or historical uses potentially of concern for hazardous materials, such as manufacturing uses and facilities listed in the Hazardous Materials Appendix of the Manual, which include dry cleaners, gas stations, etc. Sites with historical/urban fill also require assessment, as do sites where underground and/or aboveground storage tanks (USTs or ASTs) are (or were) located on or near the site.

Since the Proposed Project meets these criteria—it is a proposed rezoning allowing commercial and residential uses at a site with an active gas station/automotive repair facility as well as a history of similar facilities at the site and nearby, some of which are known to have had spills/releases that affected the subsurface —this chapter of the EIS will consist of an assessment

that will summarize a Phase I Environmental Site Assessment (ESA) prepared for the Development Site. A Phase I ESA uses historical maps, regulatory databases and a site inspection to determine potential sources of contamination at the site and the potential for contamination from nearby sites. The chapter will summarize the significant conclusions of the Phase I ESA and will include any necessary requirements for subsurface (Phase II) testing and other activities, such as preparation and implementation of a Remedial Action Plan and Health and Safety Plan, needed prior to and during construction of the Proposed Project to avoid the potential for significant adverse impacts. It would also address the need for any measures to be incorporated into newly constructed buildings, e.g., vapor controls, to avoid the potential for adverse impacts.

WATER AND SEWER INFRASTRUCTURE

A CEQR water and sewer infrastructure assessment analyzes whether a project may adversely affect the City's water distribution or sewer system. According to the CEQR Technical Manual, projects that increase density or change drainage conditions on a large site require a water and sewer infrastructure analysis. The CEQR Technical Manual guidelines recommend a preliminary water analysis if a project would result in an exceptionally large demand of water (over 1 million gallons per day [gpd]), or if it is located in an area that experiences low water pressure (e.g., an area at the end of the water supply distribution system, such as the Rockaway Peninsula or Coney Island). As compared to the No Action condition, the Proposed Project would not generate an incremental water demand of 1 million gpd, and it is not located in an area that experiences low water pressure; therefore, an analysis of water supply is not warranted.

The CEQR Technical Manual indicates that a preliminary analysis of wastewater and stormwater conveyance and treatment is warranted if a project is located in a combined sewer area and would have an incremental increase above the No Action condition of 1,000 residential units or 250,000 sf of commercial, public facility, and institution and/or community facility space in Manhattan. A preliminary analysis is also warranted if a project in a combined sewer area involves development on a site five acres or larger where the amount of impervious surface coverage would increase. Since the Proposed Project is located in a combined sewer area and, as compared to the No Action condition, it would not exceed these thresholds, an analysis of wastewater and stormwater conveyance and treatment is not warranted.

Therefore, the Proposed Project would not have a significant adverse impact on water and sewer infrastructure, and no further analysis is necessary.

SOLID WASTE

A CEQR solid waste assessment determines whether an action has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan or with State policy related to the City's integrated solid waste management system. The proposed actions would induce new development that would require sanitation services. If a project's generation of solid waste in the With Action condition would not exceed 50 tons per week, it may be assumed that there would be sufficient public or private carting and transfer station capacity in the metropolitan area to absorb the increment, and further analysis generally would not be required. The Proposed Project is expected to result in a net increase of less than 50 tons per week, compared to the No Action condition, and thus does not meet the threshold for a solid

<u>waste analysis</u>; therefore however, an assessment of solid waste and sanitation services is not warranted will be included in the EIS.

ENERGY

In accordance with CEQR, an EIS is to include a discussion of the effects of a proposed action on the use and conservation of energy, if applicable and significant. A detailed energy assessment is limited to actions that may significantly affect the transmission or generation of energy. For other actions, in lieu of a detailed assessment, the estimated amount of energy that would be consumed annually as a result of the day-to-day operation of the buildings and uses resulting from an action is disclosed, as recommended in the CEOR Technical Manual.

While the proposed actions do not meet the threshold for a detailed energy assessment, to support the Greenhouse Gas Emissions analysis, the EIS will disclose the projected amount of energy consumption during long-term operation resulting from the proposed actions. The projected amount of energy consumption during long-term operation will be estimated based on the average and annual whole-building energy use rates for New York City.

TRANSPORTATION

In accordance with guidance prescribed in the *CEQR Technical Manual*, the evaluation of potential transportation-related impacts associated with a proposed development begins with screening assessments, which encompass the preparation of travel demand estimates (Level-1 screening analysis) and/or trip assignments (Level-2 screening analysis), to determine if detailed analyses would be warranted to address the potential impacts project-generated trips may have on the transportation system. If the Level-1 screening analysis results show that a proposed actions would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particular route in one direction), and/or 200 or more peak hour pedestrian trips, a Level-2 screening analysis would be undertaken. If the results of the Level-2 screening analysis show that the proposed actions would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant transportation impacts. The transportation scope of services-is outlined below.

TRAVEL DEMAND PROJECTIONS AND SCREENING ASSESSMENTS

The transportation analysis for the EIS will compare the future with the proposed actions to the No Action scenario, to determine the trip-making increments that could occur as a result of the proposed actions. Travel demand estimates and trip assignments will be prepared for the proposed actions. The screening assessments entail evaluating the results of these trip estimates to identify the appropriate study areas for detailed analyses and summarize the findings in a Travel Demand Factors (TDF) memorandum for review and concurrence by the lead agency and other expert agencies such as. At its discretion, the lead agency may choose to involve the New York City Department of Transportation (DOT), and/or New York City Transit (NYCT) in the review of the TDF Memo and EIS analysis. For technical areas determined to require further detailed analyses, which could include traffic, parking, transit, pedestrians, and/or vehicular/pedestrian safety, those analyses will be prepared in accordance with CEQR Technical Manual procedures.

The above assessments may conclude that no further detailed transportation analyses would be warranted. However, if detailed analyses are necessary to assess potential operational and/or construction-related transportation impacts, close coordination with DCP, DOT, and NYCT would be needed to ensure the associated data collection and analysis processes are appropriately carried out to reflect representative travel patterns. Even though the COVID-related data collection moratorium has recently been lifted, travel patterns in New York City are unlikely to fully return to normal for an extended period of time. Hence, a comparison with historical data will likely be needed to calibrate newly collected data for analysis. If required, the following studies may be included.

- Traffic: A study area of intersections that are expected to incur 50 or more peak hour project-generated vehicle trips would be analyzed for the weekday AM, midday, and PM, as well as possibly the Saturday midday/afternoon peak periods. The analyses would be conducted in accordance with 2000 *Highway Capacity Manual* (HCM) procedures, using software approved by the lead agency and DOT.
- Transit: If project-generated subway trips are expected to exceed 200 during the weekday AM and/or PM peak hours, a detailed analysis of the adjacent 145th Street No. 3 train station wouldmay be prepared. In addition, if project-generated subway trips on one subway line are expected to exceed 200 during the weekday AM and/or PM peak hours a line-haul analysis will be conducted for No. 3 subway line.
- Pedestrians: A study area consisting of nearby sidewalks, corners, and crosswalks may be studied for the same peak periods as traffic if 200 or more project-generated pedestrian trips are expected to be incurred at these locations.
- Vehicular/Pedestrian Safety: In connection with the above traffic and pedestrian analyses, a study of recent crash history would be prepared for intersections where detailed traffic and/or pedestrian analyses are performed.
- Parking: A parking demand projection will be prepared based on the travel demand estimates described above. If a detailed traffic study is warranted, an assessment of on- and off-site parking supply and utilization for a ¼-mile area surrounding the Development Site may also be conducted to determine how the future demand could be accommodated on-site or at the surrounding parking resources.
- If the Proposed Project is determined to have a significant adverse impact related to transportation, mitigation for this impact would be identified.

AIR QUALITY

The vehicle trips generated by the proposed actions would potentially exceed the *CEQR Technical Manual's* carbon monoxide (CO) screening threshold of 170 vehicles in a peak hour at one or more intersections and/or the particulate matter (PM) emission screening threshold discussed in Chapter 17, Sections 210 and 311 of the *CEQR Technical Manual*. Therefore, a screening analysis for mobile sources will be performed. If any screening thresholds are exceeded, a detailed mobile source analysis would be required. The proposed project's parking facilit<u>yies</u> will be analyzed to determine <u>itstheir</u> effect on air quality. Potential impacts on surrounding uses from the heating and hot water systems that would serve the proposed buildings will also be assessed. The effect of heating and hot water systems associated with large or major emission sources in existing buildings on the proposed development site will be analyzed. If any

industrial sources of emissions are identified within the 400-foot study area, an analysis will be performed using procedures described in the CEQR Technical Manual.

MOBILE SOURCE ANALYSIS

- A screening analysis for CO and PM will be prepared based on the traffic analysis and the above mentioned CEQR criteria. If screening levels are exceeded, a dispersion analysis would be required.
- Calculate emission factors for the parking facility analysis. Select emission calculation methodology. Compute vehicular cruise and idle emission factors for the proposed parking facilities associated with the traffic analysis performed for the reasonable worst-case development scenario, using the MOVES 2014ba or latest mobile source-emission model and applicable assumptions based on guidance by EPA, DEC, and the CEQR Technical Manual.
- Select appropriate background levels. Appropriate CO and PM background levels will be selected for the study area.
- Perform an analysis of CO and PM emissions from the proposed parking facilit<u>y</u>ies. The analysis will use the procedures outlined in the *CEQR Technical Manual* for assessing potential impacts from the proposed below-grade and surface parking facilit<u>y</u>ies. Cumulative impacts from on-street sources and emissions from the parking facility will be calculated, where appropriate.
- Compare with benchmarks and evaluate impacts. Evaluate potential impacts by comparing predicted future CO and PM levels with <u>national ambient air quality standards</u> (NAAQS) standards, and *de minimis* criteria. If significant adverse impacts are predicted, recommend design measure to minimize impacts.

STATIONARY SOURCE ANALYSIS

- A detailed stationary source analysis will be performed using the EPA AERMOD dispersion model Version 19191-21112 to estimate the potential impacts from the heating and hot water systems for the proposed project. The AERMOD analysis of potential impacts from exhaust stacks will be performed with and without building downwash. Five years of recent meteorological data (20162015-20202019) provided by the New York State Department of Environmental Conservation (NYSDEC), consisting of surface data from the LaGuardia Airport National Weather Service Station, and concurrent upper data from Brookhaven, New York, will be used for the simulation modeling. Concentrations of nitrogen dioxide (NO₂), sulfur dioxide (SO₂) (if assuming fuel oil #2), and particulate matter (PM₁₀ and PM_{2.5}) will be determined at sensitive receptor locations on the rezoning area, as well as at off-site locations to assess the cumulative effects of the stationary sources associated with the proposed actions. Predicted values will be compared with national ambient air quality standards (NAAQS) for NO₂, SO₂ (if fuel oil #2 is used), and PM₁₀, and de minimis criteria for PM_{2.5}. If required, recommended restrictions to avoid potential significant adverse air quality impacts will be summarized.
- An analysis of existing large and major sources of emissions (such as sources having federal
 and state permits) identified within 1,000 feet of the proposed rezoning area will be
 performed to assess their potential effects on the proposed project. Predicted criteria
 pollutant concentrations will be predicted using the AERMOD model and Version 19191

compared with NAAQS for NO₂, SO₂ (if fuel oil #2 is used), and PM10, and *de minimis* criteria for PM_{2.5}.

GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

In accordance with the CEQR Technical Manual, greenhouse gas (GHG) emissions generated by the proposed project will be quantified, and an assessment of consistency with the City's established GHG reduction goal will be prepared. Emissions will be estimated for the analysis year and reported as carbon dioxide equivalent (CO₂e) metric tons per year. GHG emissions other than carbon dioxide (CO₂) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential.

Relevant measures to reduce energy consumption and GHG emissions that could be incorporated into the Proposed Project will be discussed, and the potential for those measures to reduce GHG emissions from the Proposed Project will be assessed to the extent practicable.

- *Direct Emissions*: GHG emissions from the Proposed Project's on-site boilers used for heat and hot water, natural gas used for cooking, and fuel used for on-site electricity generation, if any, will be quantified. Emissions will be based on available project-specific information regarding the project's expected fuel use or carbon intensity factors specified in the *CEQR Technical Manual*.
- *Indirect Emissions*: GHG emissions from purchased electricity and/or steam generated off-site and consumed on-site during the Proposed Project's operation will be estimated.
- *Indirect Mobile Source Emissions:* GHG emissions from vehicle trips to and from the Development Site will be quantified using trip distances and vehicle emission factors provided in the *CEQR Technical Manual*.
- Construction: Emissions from project construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered.
- Potential Measures to Reduce GHG Emissions: Design features and operational measures to reduce the Proposed Project's energy use and GHG emissions will be discussed and quantified to the extent that information is available.
- Consistency with the City's GHG Reduction Goal: Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 levels by 2025 and net zero emissions by 2050, individual project consistency is evaluated based on building energy efficiency, proximity to transit, on-site renewable power and distributed generation, efforts to reduce on-road vehicle trips and/or to reduce the carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the Proposed Project's carbon footprint.
- Consistency with the City State's Climate Legislation: Consistency with recently passed
 New York City and New York State climate legislation will be assessed. New York City's
 Climate Mobilization Act and New York State's Climate Leadership and Community
 Protection Act have established additional GHG reduction goals along with required GHG
 reduction measures (i.e., building emission intensities, and requirements for rooftop solar
 photovoltaic installation where practicable) and emissions will be quantified with
 implementation of these measures.

In addition, since the Development Site is within the 0.2 percent annual chance floodplain as indicated on the Federal Emergency Management Agency (FEMA) Preliminary Flood Insurance Rate Maps (PFIRMs), the EIS will assess the potential impacts of climate change on the Proposed Project, including the potential for the Proposed Project to affect flood risk within and in the vicinity of the Development Site.

NOISE

The noise analysis will examine impacts of ambient noise sources (e.g., vehicular traffic from adjacent roadways and surrounding playgrounds) on the proposed residential, commercial office, and community facility uses and the impacts of project-generated traffic on noise-sensitive land uses nearby. This will include the determination of existing ambient noise levels through noise monitoring or evaluating historical data measured within or adjacent to the project area. For CEQR purposes, it is assumed that a detailed analysis of the proposed development's mechanical equipment will not be required, because any heating, ventilation, and air conditioning (HVAC) equipment would be designed to meet applicable regulations. Consequently, the noise analysis will examine existing noise levels in the project area and the window/wall attenuation that would be required to provide acceptable interior noise levels at project buildings. The subtasks are as follows:

- Select appropriate noise descriptors. Based upon CEQR criteria, the noise analysis would examine the 1-hour equivalent (L_{eqq+}) and the L_{10} noise levels.
- Screening analysis: Perform a screening analysis to determine whether there are any locations where there is the potential for the proposed actions to result in significant noise impacts (e.g., doubling of noise passenger car equivalents [PCEs]) due to project-generated traffic. If the results of the traffic study indicate that a doubling of traffic would occur, a mobile source noise analysis would be performed.
- Select receptor locations. Receptor sites analyzed will include locations where high existing ambient noise levels could adversely affect new residential and other sensitive uses associated with the project.
- Determine existing noise levels. At the identified locations, baseline condition noise levels will be established for the AM, MD, PM, and Saturday peak hours corresponding to the analysis hours for the traffic analysis. If the potential for a doubling of PCEs is identified adjacent to receptors in any peak hour, noise level measurements will be conducted during those peak hours. Due to the ongoing COVID-19 pandemic resulting in atypical levels of vehicular traffic activity, field measurements of noise levels may not represent expected noise exposure at the Proposed Project. If current traffic conditions are deemed representative of typical conditions, field measurements will be used to determine existing noise levels. However, if current traffic conditions would not be representative of typical conditions, "existing condition" noise levels would be established using a combination of noise levels measured within and adjacent to the Development Site for previous environmental reviews, mathematical models, and projections of typical vehicular traffic volumes. The specific methodology and technical approach for the establishment of existing condition noise levels will be described in a memorandum submitted to the lead agency for comment and approval.
- Determine future noise levels without the proposed actions. At each of the impact analysis receptor locations identified above, determine noise levels without the proposed actions using existing noise levels, acoustical fundamentals, and mathematical models.

- Determine future noise levels with the proposed actions. At all of the receptor locations identified above, determine noise levels with the proposed actions using existing noise levels, acoustical fundamentals, and mathematical models.
- Determine amount of building attenuation required. The level of building attenuation necessary to satisfy CEQR requirements is a function of the exterior noise levels, and will be determined. Projected future noise levels, including the contribution from playground sources as determined using reference noise levels from the Noise appendix of the CEQR Technical Manual, will be compared to appropriate standards and guideline levels. As necessary, general noise attenuation measures needed for project buildings to achieve compliance with standards and guideline levels will be recommended.

PUBLIC HEALTH

According to the CEQR Technical Manual, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse impacts are identified in any one of these technical areas and DCP determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

NEIGHBORHOOD CHARACTER

Neighborhood character is established by a number of factors, such as land use, zoning, and public policy; socioeconomic conditions; open space; urban design and visual resources; shadows; transportation; and noise. According to the guidelines of the *CEQR Technical Manual*, an assessment of neighborhood character is generally needed when a proposed project has the potential to result in significant adverse impacts in one of the technical areas presented above, or when a project may have moderate effects on several of the elements that define a neighborhood's character.

Methodologies outlined in the *CEQR Technical Manual* will be used to provide an assessment of neighborhood character. Work items for this task are as follows:

- Based on other EIS sections, describe the predominant factors that contribute to defining the character of the neighborhood surrounding the Development Site.
- Based on planned development projects, public policy initiatives, and planned public
 improvements, summarize changes that can be expected in the character of the area in the
 future without the proposed actions.
- Assess and summarize the proposed actions' effects on neighborhood character using the analysis of impacts as presented in other pertinent EIS sections (particularly socioeconomic conditions, open space, urban design and visual resources, shadows, traffic, and noise).

CONSTRUCTION

Construction impacts, though temporary, can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area. The construction assessment will focus on areas where construction activities may pose specific environmental problems. According to the *CEQR Technical Manual*, a large-scale development project with an overall construction period lasting longer than two years and that is near to sensitive receptors (i.e., residences, open spaces, etc.) should undergo a construction impact assessment. The construction impact assessment will evaluate the duration and severity of the disruption or inconvenience to nearby sensitive receptors and will be based on a conceptual construction schedule for the proposed actions.

Technical areas to be assessed include the following:

- Transportation Systems. This assessment will consider the Proposed Project's anticipated effects on the surrounding roadways, transit services, and pedestrian facilities during construction, and identify the increase in vehicle trips from construction workers and trucks. Issues concerning construction worker parking and truck delivery staging will also be addressed. Based on the trip projections of activities associated with peak construction for the Proposed Project, an assessment of potential transportation impacts during construction and how they are compared to the trip projections under the operational conditionthe No Action construction scenario will be provided. If this effort identifies the need for a separate detailed analysis, such analysis will be prepared. This effort will entail the preparation of travel demand estimates (Level-1 screening analysis) and trip assignments (Level-2 screening analysis).
- Air Quality. A detailed dispersion analysis of construction sources will be performed to determine the potential for air quality impacts on sensitive receptor locations. Air pollutant sources would include combustion exhaust associated with non-road construction engines (e.g., cranes, excavators) and trucks operating on-site, construction-generated traffic on local roadways, as well as onsite activities that generate fugitive dust (e.g., excavation, demolition). The pollutants of concern include carbon monoxide (CO), particulate matter (PM), and nitrogen dioxide (NO₂). The potential for significant impacts will be determined by a comparison of model predicted total concentrations to the National Ambient Air Quality Standards (NAAQS), or by comparison of the predicted increase in concentrations to applicable interim guidance thresholds. The air quality analysis will also include a discussion of the strategies to reduce project related air pollutant emissions associated with construction activities.
- Noise and Vibration. A quantitative construction noise analysis will be prepared to examine potential noise impacts due to construction-related stationary and mobile sources. The detailed analysis will estimate construction noise levels based on projected activity and equipment usage for various phases of construction on the Development Site. The projected construction noise levels will be compared to existing condition noise levels as determined based on the operational noise analysis augmented by mathematical models and projections as necessary. Based on the results of the construction noise analysis, if necessary, the feasibility, practicability, and effectiveness of implementing measures to mitigate significant construction noise impacts will be examined.

Construction activities have the potential to result in vibration levels that may result in structural or architectural damage, and/or annoyance or interference with vibration-sensitive activities. Therefore, a construction vibration assessment will be performed. This assessment will determine critical distances at which various pieces of equipment may cause damage or annoyance to nearby buildings based on the type of equipment, the building construction, and applicable

vibration level criteria. Should it be necessary for certain construction equipment to be located closer to a building than its critical distance, vibration mitigation options will be proposed.

• Other Technical Areas. As appropriate, discuss other areas of environmental assessment for potential construction-related impacts, including but not limited to historic and cultural resources, hazardous materials, open space, socioeconomic conditions, community facilities, and land use and neighborhood character.

ALTERNATIVES

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed actions. The alternatives are usually defined when the full extent of a proposed project's impacts is identified, but at this time, it is anticipated that they will include the following:

- A No Action Alternative, which describes the conditions that would exist if the proposed actions were not implemented;
- A No Unmitigated Adverse Impacts Alternative, if unavoidable adverse impacts are identified in the EIS; and
- A discussion of other possible alternatives that may be developed in consultation with the lead agency during the EIS preparation process, such as alternatives that may reduce but not eliminate identified unavoidable adverse impacts, or that may be posed by the public during the scoping of the EIS.

For technical areas where impacts have been identified, the alternatives analysis will determine whether these impacts would still occur under each alternative. The analysis of each alternative will be qualitative, except where impacts from the proposed actions have been identified.

MITIGATION

Where significant adverse impacts have been identified in the EIS, this chapter will describe the measures to mitigate those impacts. These measures will be developed and coordinated with the responsible city and state agencies, as necessary. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

SUMMARY CHAPTERS

Several summary chapters will be prepared, focusing on various aspects of the EIS, as set forth in the regulations and the *CEQR Technical Manual*. They are as follows:

EXECUTIVE SUMMARY

Once the EIS technical sections have been prepared, a concise executive summary will be drafted. The executive summary will use relevant material from the body of the EIS to describe the proposed actions, environmental impacts, measures to mitigate those impacts, and alternatives to the proposed actions.

UNAVOIDABLE ADVERSE IMPACTS

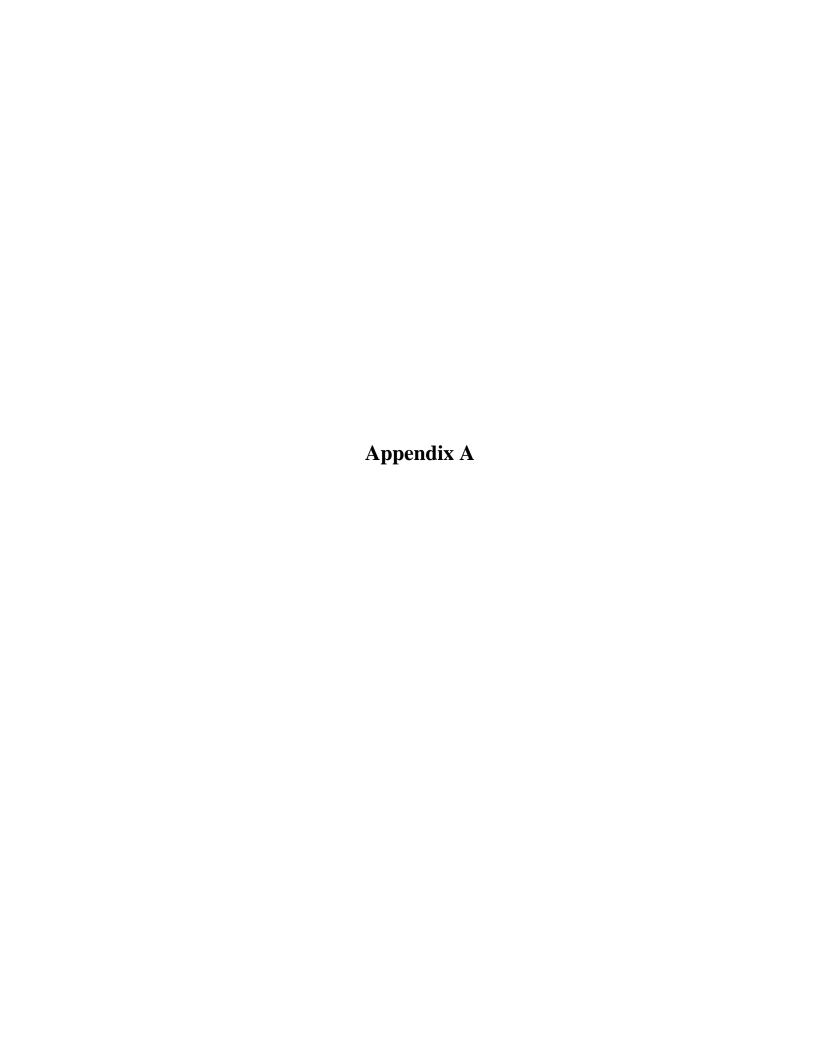
Those impacts, if any, which could not be avoided and could not be practicably mitigated, will be described in this chapter.

GROWTH-INDUCING ASPECTS OF THE PROPOSED ACTIONS

This chapter will focus on whether the proposed actions would have the potential to induce new development within the surrounding area.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

This chapter focuses on those resources, such as energy and construction materials, that would be irretrievably committed should the Proposed Project be built.



A. INTRODUCTION

This appendix to the Final Scope of Work (FSOW) summarizes and responds to substantive comments received during the public comment period for the Draft Scope of Work (DSOW) for the Environmental Impact Statement (EIS) for the proposed One45 project. A public scoping meeting was held on May 10, 2021 at 2:00 PM. In support of the City's efforts to contain the spread of Covid-19, the meeting was held remotely. The comment period remained open through May 20, 2021.

Section B lists the organizations and individuals that provided comments relevant to the DSOW. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the DSOW. Where more than one commenter expressed similar views, those comments have been grouped and addressed together. All written comments are included in Appendix B, "Written Comments Received on the Draft Scope of Work."

B. LIST OF ORGANIZATIONS AND INDIVIDUALS WHO COMMENTED ON THE DSOW¹

ELECTED OFFICIALS

1. Gale A. Brewer, Manhattan Borough President, letter dated May 20, 2021 (Brewer_014)

ORGANIZATIONS AND COMMUNITY GROUPS

- 2. Bekaye Ba, Timbuktu Islamic Center, letter dated May 20, 2021 (Ba_015)
- 3. Maurice Burt, National Action Network House of Justice, oral comments delivered May 10, 2021 (Burt 009)
- 4. Moire Davis, Board President, Esplanade Gardens, oral comments delivered May 10, 2021 (Davis 008)
- 5. Follyvi Dosa, National Action Network, oral comments delivered May 10, 2021 (Dosa_004)
- 6. Christina Dudley, National Action Network, oral comments delivered May 10, 2021 (Dudley 005)
- 7. Dolina Duzant, Malcolm X Beautification Group, oral comments delivered May 10, 2021 (Duzant 001)
- 8. Shawn Hill, Harlem Neighborhood Block Association, oral comments delivered May 10, 2021 (Hill_006)

¹ Citations in parentheses refer to internal comment tracking annotations.

- 9. Karen Horry, Manhattan Community Board 20, oral comments delivered May 10, 2021 (Horry_010)
- 10. Katrina Jefferson, National Action Network, oral comments delivered May 10, 2021 (Jefferson_003)

GENERAL PUBLIC

- 11. Mirko Savone, email dated April 17, 2021 (Savone_011)
- 12. Julius Tajiddin, email dated May 20, 2021 (Tajiddin_012)
- 13. Adrienne Thomas, email dated May 10, 2021 (Thomas_013)
- 14. Dana White, oral comments delivered May 10, 2021 (White_002)
- 15. Melba Wilson, oral comments delivered May 10, 2021 (Wilson 007)

C. COMMENTS AND RESPONSES

SCOPING PROCESS AND PUBLIC OUTREACH

Comment 1: Scoping meetings usually come through Community Boards and the relevant community gets adequate notice to participate. In fact, every public scoping meeting that has been held in the Community Board 10 vicinity since I started attending CB 10 meetings (which has been since 2004) has been coordinated by CB 10. Yet they learned about it at the last minute. That's why many people from the Central Harlem Community were not in attendance. This is unacceptable and a properly noticed scoping meeting should be held again in September or later. (Tajiddin_012)

There's been a lack of public outreach, little community engagement around the project. The only engagement that has really taken place is with Mr. Sharpton and his offices. I would appreciate more transparency with notification of when these hearings occur. (White_002)

Response:

The public scoping meeting was noticed on April 9, 2021 and conducted pursuant to New York City Environmental Quality Review (CEQR) regulations. Copies of the DSOW were made available through the NYC Engage portal at https://www1.nyc.gov/site/planning/applicants/scoping-documents.page, as well as through the Environmental Assessment and Review Division of the New York City Department of City Planning (DCP). All people in attendance were given an opportunity to testify. In addition to receiving oral and written testimony at the public scoping meeting, DCP acting as lead agency on behalf of the CPC accepted written comments through May 20, 2021.

Comment 2: A project of this scale can only be successful with significant—and early—input from the community. I encourage the Applicant to engage with members of Community Board 10, Esplanade Gardens, and other stakeholders. Residents of the community have raised concerns that there has not been enough community engagement as this proposal has taken form. Engaging with the community early in the process will help to ensure that concerns are addressed and that this project, like others proposed in recent years, adhere to the principle that all of Harlem can benefit from positive outcomes of any development at this location. (Brewer_014)

One of our concerns is transparency, lack of notification, and being informed on what will possibly soon become our neighbor. There's been a lack of communication on the developer's part. I think that's a problem for the community. (Davis_008)

While I strongly support the development of affordable housing, I share the concerns expressed by members of the community regarding not only the effects of the proposed development, but also the lack of specific information given to the community about the project. (Brewer_014)

Response:

Prior to the public scoping meeting, the Applicant team met with numerous community leaders, including Councilmember Bill Perkins, Assemblymember Inez Dickens, Borough President Gale Brewer, Senator Brian Benjamin, members of Community Board 10, the Harlem Chamber of Commerce, the Greater Harlem Coalition, CCNY, Studio Museum of Harlem, National Action Network, Hazel Dukes, and numerous other local community groups and leaders. Since the public scoping meeting, the Applicant team has met with the Esplanade Gardens tenant association on numerous occasions, as well as Assemblyman Al Taylor and the Uptown Leaders, and scheduled meetings with or reached out to the chairs of Community Board 10, Congressman Adriano Espaillat, the Harlem Community Development Corporation, the Mission Society, and the Malcolm X Boulevard Beautification Group. The Applicant team will continue its efforts to work with community organizations and individuals in order to provide information about the project and be receptive to the concerns of community members.

Comment 3:

Why has there been no outreach to the Community Board? I'd like to recommend that this be brought to the Community Board so there's more opportunity for the community to learn about the project and provide input into the process. (Horry_010)

Response:

See response to Comment 2. In addition, pursuant to ULURP and CEQR regulations, the community will be provided opportunity to review and comment on the EIS and land use application. Public hearings pursuant to ULURP and CEQR, including Community Board and City Planning Commission public hearings, will be scheduled. Comments on the DEIS will be accepted by DCP as lead agency through the tenth day following the public hearing. All relevant public comments received during the public comment period of the EIS will be responded to as part of the FEIS.

PROJECT PURPOSE AND NEED

Comment 4:

The Applicant's proposed zoning changes are very aggressive for the area. The C4-6 proposed is the equivalent of R10, which is not mapped anywhere about 125th Street and is mostly mapped on the East Side of Manhattan. (Brewer_014)

Response:

The land use, zoning and public policy analysis in the EIS will consider whether the proposed C4-6 zoning district would generally be appropriate for the study area. C4 districts are typically mapped along major thoroughfares and the Development Site fronts entirely on two such thoroughfares, Lenox Avenue and West 145th Street. It is also well-served by public transit. In addition, the proposed C4-6 zoning district matches other high-density commercial zoning districts nearby and is more appropriate than the existing zoning given the existing context of the surrounding area. Elsewhere in Harlem, the CPC has recognized the development potential of sites along major thoroughfares, most notably within the Special 125th Street District. Within the Special 125th Street District, several blocks are zoned within a C4-7 district, in which mixed-use towers in certain locations are permitted to penetrate the applicable sky exposure planes with no maximum building height, at an FAR up to 12.0 FAR, pursuant to Inclusionary Housing. In addition, C4-6 and R10 districts are mapped within the Special East Harlem Corridors District along Park and Third Avenues just below 125th Street, and a C4-4 district is mapped across the Harlem River just south of the 145th Street Bridge in the Special Harlem River Waterfront District.

Comment 5:

I am all for change, as long as it benefits the people of the community. The civil rights museum is an amazing idea to be placed on 145th Street, the housing complex is great, just so long as the people of this community are able to have an opportunity for the housing and jobs. (Burt_009)

Response:

Comment noted.

Comment 6:

The National Action Network has become a home for me and for many of the youth in my community. The idea of having a [civil rights] museum would amplify that and give youth more aspirations and ideas. Youth will be excited to go to the Museum of Civil Rights. (Dosa_004)

Response:

Comment noted.

Comment 7:

There will be a major Civil Rights Museum on Harlem's Main Street in a couple of years. So Harlem is not in any desperate need for another Civil Rights Museum. (Tajiddin_012)

Response:

The potential development of other museum uses within Harlem would proceed under separate paths and timelines for approvals, funding, and construction, and will differ in their perspective and focus. The Applicant intends the proposed Museum of Civil Rights at the Development Site, sponsored by the Civil Rights Foundation, to be a first-of-its-kind institution committed to preserving and promoting knowledge of the historic and contemporary intersectional struggles for civil rights, political rights, and social justice in the northern United States. The Museum's gallery space would feature immersive, multidisciplinary exhibits on the history of the northern civil rights movement and the contemporary social justice movements that continue to transform the social landscape of the United States. The Museum also would contain an educational component, including a series of dynamic programmatic spaces, incorporating a state-of-the- art laboratory for creative arts and media connected to social justice; a community-

curated gallery to showcase local talent; and an outdoor/rooftop teaching garden. The Museum's programming may also include a conflict resolution center, designed to convene leaders, activists, and community members for regular conferences and training regarding crucial contemporary civil rights issues and managing disputes and differences with empathy and understanding. As a community-based institution, the Museum's programming is being carefully curated to serve the Harlem community. The Museum's prominence in the surrounding neighborhood would be highlighted by distinctive artistic murals covering the adjacent inner facades of both towers from ground to roof, visible from afar to announce this important cultural landmark. The Museum would be designed to comply with the building standards issued by the Smithsonian Institute for affiliate museums.

Comment 8:

The National Action Network and the Civil Rights Museum are both tenants of One 45; we are not in partnership with the developers and have no more influence with what happens here than what happens in Times Square. We've been a tenant of this space for the last 15 years. It's imperative to remain in this location and continue to be a pillar for the community. We look forward to remaining as tenants in this area, continuing our work in Harlem at large, and we look forward to the community benefitting from the project, opportunities for black and brown contractors to be part of the project as well. (Jefferson_003)

Response: Comment noted.

Comment 9:

I have concerns about the amount of advocacy around the National Action Network, This isn't a National Action Network issue. We understand that the National Action Network is a huge benefactor of this project, but this is bigger than the National Action Network for us. (White_002)

Response: Comment noted.

Comment 10: I believe this project will beautify and strengthen this neighborhood. The civil rights museum will be an incentive to visit the area and the National Action Network and will expand and elevate the National Action Network's services. Having a civil rights museum in our back yard with accessibility is more than a benefit, it's a necessity. Bringing this project to this community will ensure that the National Action Network will improve and expand and continue to help those in this community. We see this project as a project of hope and expectations for our Harlem community. (Dudley_005)

Response: Comment noted.

Comment 11: As a small business owner, it's so important to have things like the Civil Rights Museum, it creates economic value. Other businesses in the neighborhood will benefit from visitors to the museum. It will allow for employment of people in the neighborhood. Revitalizing the area is so paramount to the success of Harlem and our people. The Museum of Civil Rights will add economic value, training,

and jobs to the Harlem community. I'm excited about this project, it's about giving Harlem the pride it so rightfully deserves. (Wilson_007)

Response: Comment noted.

Comment 12: We are very excited about this proposed project, the affordable housing component as well as the retail and especially the museum and events space for community groups. We are excited that the proposal would lead to approximately 250 affordable units for people earning \$80,000 or less. We are also very excited about a project like this being developed at a transportation node. This is precisely the kind of development New York should be building in this kind of location. (Hill 006)

I welcome this rezoning proposal and the construction of a new tower here. We are in dire need of more housing as new residents are flocking in and a lack of inventory would have rents skyrocket. (Savone 011)

Response: Comment noted.

Comment 13: We need jobs in Harlem and more opportunities, which new buildings provide. New York City is currently in need of tax revenue, which subsidizes a lot of the assistance we provide to people in need. If we do not increase tax revenues by welcoming more affluent residents we run the risk of having no budget to assist the people in need. (Savone_011)

Response: Comment noted.

Comment 14: We are excited about this project because of the museum; it will augment other Harlem institutions. We need to bring local, regional, national, and international tourists back to Harlem. (Hill_006)

This project will enrich our cultural footprint in Harlem and will increase the foot traffic from tourists, which will be exponentially beneficial to our local businesses and economy in general. (Savone_011)

The tourist business does not bring in big bucks to Harlem, except the Apollo and Sylvia's. (Tajiddin_012)

Response: Comment noted.

NO ACTION SCENARIO

Comment 15: Since the adverse impacts are humongous, we are perfectly fine with the No Action scenario. We trust that the National Action Network will still have space in the No Action scenario. (Tajiddin_012)

Response: The No Action scenario would have community facility space. No agreement with NAN has been reached at this time regarding their potential location on site or relocation in the No Action scenario.

AFFORDABLE HOUSING

Comment 16: I urge the Applicant to scatter the affordable units throughout the development. I

discourage the use of "poor doors" for residents not paying market-rate rents.

(Brewer_014)

Response: The affordable units would be developed pursuant to the MIH program as set forth

in ZR 23-90. ZR Section 23-96 requires that the affordable units be distributed throughout the building, and that the affordable and the market rate units share a

common entrance.

Comment 17: The use and interpretation of the AMI in Harlem is ridiculous. The purpose of

using the federal AMI in this district is only if a developer is applying for the federal Low Income Housing Tax Credit. And even then the policy doesn't restrict a developer from offering housing at a much lower percentage of the AMI. It just must be set at 80% or 60% of the federal district where the project is going up for purposes of the tax credit. The affordable units at 90K for a family of 3 or 4 is out of the range of people really in need of affordable housing. That's why

we need Income Targeted Housing. (Tajiddin_012)

Up to \$90,000 dollars isn't the median income in this area. People in our

community make less than \$40,000 a year. (Duzant_001)

Mandatory Inclusionary Housing does not work for us. We need Income Targeted Housing—housing that's geared toward families earning the incomes that are

relevant and real in Harlem. (Tajiddin_012)

Response: The geographic area from which the Area Median Income (AMI) is established

for determining levels of affordability under MIH is outside the scope of this analysis. Under MIH, when new housing capacity is approved through land use actions, the City Planning Commission and the New York City Council can choose to impose one of several different options regarding affordable housing set-asides. Those options vary in the amounts and levels of affordability relative

to the AMI.

Comment 18: The Applicant should provide a solid number of residential units and how many

of these units would be created under the Mandatory Inclusionary Housing program. The Applicant must work with the Department of City Planning (DCP) to ensure that the maximum amount of affordable housing is developed on this site, including exploring additional subsidies that would increase the percentage

of units that are allocated as permanently affordable housing. (Brewer_014)

Response: The Applicant team is in the process of determining whether there are any

subsidies available to support additional affordable units.

LAND USE, ZONING, AND PUBLIC POLICY

Comment 19: Wouldn't the museum be more appropriate at 125th Street, a more tourist-oriented spot? This area is more residential than commercial. (Davis_008)

Response:

The land use, zoning, and public policy and neighborhood character analyses in the EIS will address the context of the proposed rezoning and proposed land uses, including the proposed museum use relative to existing zoning and land use in the neighborhood. Recommendations for alternative locations for the museum is outside of the scope of this EIS.

SOCIOECONOMIC CONDITIONS

Comment 20: Providing quality affordable housing and understanding its impact on Harlem is crucial. The study area should be expanded from a quarter-mile radius to a half-mile radius due to the anticipated 5% population increase that would be created

by the development. (Brewer_014)

Response: As described on page 14 of the Draft Scope of Work, consistent with CEQR

Technical Manual guidelines, the socioeconomic study area will be expanded from a ½-mile radius to a ½-mile radius if the socioeconomic analysis determines that the development associated with the proposed actions would increase the population within a ¼-mile radius by at least 5 percent compared to the expected

No Action population.

Comment 21: What is of utmost concern is the driving up of the median income with non-low-

income housing. (White_002)

Response: Comment noted. As noted on page 15 of the Draft Scope of Work, in accordance

with the CEQR Technical Manual, the Socioeconomic Conditions analysis will assess whether the proposed actions would substantially alter the demographic character of an area through population change or the introduction of more costly housing. Specifically, the indirect residential displacement assessment will determine if the proposed action would add substantial new population with different income as compared with the study area population, and whether the proposed actions' population is large enough to affect real estate market

conditions in the study area.

Comment 22: Commercial tenants should have a voice in how they want to remain in

community. (White_002)

Response: Comment noted. As described on page 15 of the Draft Scope of Work, in the

future without the proposed actions, the existing uses on the Development Site—approximately 26,104 sf of retail, restaurant, and gas station use (including the vacant gas station and vacant storefronts) 4,000 sf of office use (the NAN headquarters) and 2,550 gsf of community facility space (Timbuktu Islamic Center)—would be displaced to accommodate as-of-right development. The Applicant team has been working with each existing tenant, even those whose leases have expired, to help find an appropriate solution whether it be relocation

onsite, elsewhere in the neighborhood, or otherwise.

COMMUNITY FACILITIES AND SERVICES

Comment 23: I believe that religious facilities should be adequately and justly compensated for their spaces when development projects are proposed at their sites. The future of the Timbuktu Islamic Center, which is located at 685 Lenox Avenue (Block 2013, Lot 29) has not been mentioned in the Project except in the existing conditions in the Draft Scope of Work. In addition to the community facility space proposed, the Applicant should determine whether the Timbuktu Islamic Center will be seeking community facility space at the site, the Applicant must keep the community and the public informed in a timely manner about the proposed community facilities. (Brewer 014)

The Timbuktu Islamic Center has played a predominant role within our community over the past decade. Returning to this place is extremely important and necessary within this community, especially since the directors and members are residents within the community for over ten years. Please consider keeping the Mosque open and allowing us to uphold the rights and virtues that we have been upholding for all of these years. (Ba_015)

Response:

The EIS will consider the potential for the Proposed Project to result in impacts to community facilities, including the Timbuktu Islamic Center. The Applicant has worked with the Timbuktu Islamic Center and hired third party real estate advisors to identify relocations, and the Center is under contract to purchase a relocation site within the neighborhood.

SCHOOLS

Comment 24: The study area should be expanded from a quarter-mile radius to a half-mile radius due to the anticipated 5% population increase that would be created by the development. (Brewer 014)

Response:

According to Chapter 6, "Community Facilities and Services" of the *CEQR Technical Manual*, the study area for the analysis of potential impacts to elementary and middle schools should be the school district's "sub-district" in which the project is located.

OPEN SPACE

Comment 25: The study area should be expanded from a quarter-mile radius to a half-mile radius due to the anticipated 5% population increase that would be created by the development. (Brewer 014)

Response:

As set forth on page 20 of the DSOW, based on the incremental increase in the residential population resulting from the proposed actions, the Proposed Project would exceed the CEQR threshold requiring a residential open space analysis, and the methodology set forth in the CEQR Technical Manual for a residential open space analysis consists of establishing a study area for analysis, calculating the total population in the study area, and creating an inventory of publicly

accessible open spaces within a 1/2-mile of the Development Site (see Scope Figure 11).

SHADOWS

Comment 26: The Project proposed two 30-story buildings that would potentially cast substantial shadows on the surrounding area. Across from the Development Site on Lenox Avenue is the Colonel Charles Young Playground, a green space that contains baseball fields, basketball courts, and other amenities. I urge the Applicant to carefully consider the shadow effects that the proposed development would have on the playground and the surrounding area and develop a design that preserves the maximum possible sunlight for these spaces. (Brewer 014)

Response:

As described on page 11f of the EAS and on page 20 of the DSOW, the DEIS will include a detailed analysis of shadows on any publicly accessible parks, playgrounds, and other open spaces that could potentially be reached by projectgenerated shadow, including Colonel Charles Young Playground. The shadow study will quantify the duration of any new shadows that would fall on the open spaces, display the shadow increments graphically, and assess the potential impacts of the new shadows on active and passive uses and amenities.

Comment 27: This project is going up right across the street from the park. It is very shady on that side of the street. If these buildings do go up as high as planned, we are talking about an hour of direct sunlight in the middle of the street. The rest of the block along Malcolm X and even further south will be dark. Fifth Avenue is already without a lot of sun. We don't need Malcolm X Boulevard to be without a lot of sun. Black people already have a vitamin deficiency more than other groups. We don't need to be creating scenarios that will assist in that deficiency. (Tajiddin 012)

Response:

Following the guidance of the CEQR Technical Manual, the DSOW specifies on page 20 and 21 that the shadows analysis will consider sunlight-sensitive resources including publicly accessible parks and other open spaces, sunlightdependent features of historic resources, Greenstreets (planted areas in traffic islands), and natural resources. The potential impacts of new shadows with regard to the use or appreciation of these sunlight-sensitive resources or the health of their vegetation will be assessed. The CEOR Technical Manual specifies that for the purposes of CEQR, City streets and sidewalks (except when improved as part of a Greenstreet) are not considered to be sunlight-sensitive resources.

HISTORIC AND CULTURAL RESOURCES

Comment 28: Some of the resources identified in scoping documents include the State and National Registers of Historic Places, and New York City Landmarks Preservation Commission. The Applicant must engage with the New York City Landmarks Preservation Commission, other agencies, and the local community to find ways to preserve and honor these buildings as well as the historic and cultural legacy of Harlem. (Brewer 014)

Response:

As described on page 21 and 22 of the Draft Scope of Work, the historic and cultural resources analysis in the EIS will address the potential for the Proposed Project to have an adverse effect on the architectural resources in the area surrounding the Development Site. The New York City Landmarks Preservation Commission will review the historic and cultural resources analysis.

URBAN DESIGN AND VISUAL RESOURCES

Comment 29: The buildings at Esplanade Gardens, two blocks to the north of the Development Site, are up to 27 stories and 234 feet in height—still significantly lower than the proposed height of this development. Additionally, the buildings directly to the south of the Development Site are only six stories in height. The Applicant needs to present a development proposal that is much more contextual for Central Harlem. (Brewer 014)

> 365-foot towers do not fit with the surrounding area (144th Street & 145th Street) nor would the towers enhance the area. The proposal of five smaller buildings would be much more reasonable. If you look around, all of the new structures are not tall towers (149th Street & 7th Avenue, 131st Street & Lenox Avenue, 131st Street & 7th Avenue, 140th Street & 7th Avenue, 138th Street / 139th Street & 7th Avenue)—none of these structures are TOWERS! (Thomas 013)

> I share the concerns about the height of the building; it will definitely block a lot and make the area extremely condensed and uncomfortable. Could the building be shorter? (Davis_008)

Response:

As described on page 22 of the DSOW, in accordance with the methodologies set forth in the CEQR Technical Manual, the DEIS will include an analysis of the proposed project to result in adverse impacts on urban design and visual resources. The urban design analysis will account for the height of the proposed project in relation to the No Action context. A preliminary assessment will first be undertaken to determine whether the proposed actions, in comparison to the No Action condition, would create a change to the pedestrian experience that is significant enough to require greater explanation and further study. A detailed analysis will be prepared if warranted based on the preliminary assessment.

Comment 30: The Applicant seeks changes to height and setback requirements that would have effects far beyond the Development Site. At the May 10, 2021 scoping hearing, residents of Esplanade Gardens raised concerns that the proposed towers would affect view corridors and clash with the built environment in the surrounding area. I ask that the Applicant engage with residents of Esplanade Gardens as it works to develop a building that is responsive to this and other concerns form the community. (Brewer_014)

Response:

Following the methodologies in the CEQR Technical Manual, the urban design and visual resources analysis will assess the Proposed Project's potential to result in adverse impacts on visual resources, which can include significant public views of natural and built resources. It will also assess the Proposed Project's potential to result in adverse effects on the urban design of the study area. Subsequent to the public scoping meeting, the Applicant team has engaged with the Esplanade Gardens tenant association to discuss and address its concerns.

Comment 31: The size of the proposed project will circumvent some of the views that have long been part of the Esplanade Gardens development. Height is of utmost concern for us. Plan B with shorter structures sounds more desirable. (White 002)

Response: Following the methodologies in the *CEQR Technical Manual*, the urban design and visual resources analysis will assess the proposed project's potential to affect a pedestrian's experience of public space, including on the visual connection from the public realm to significant natural or built features. An urban design and visual resources analysis prepared under CEQR does not assess potential impacts on private views. Subsequent to the public scoping meeting, the Applicant team has engaged with the Esplanade Gardens tenant association to discuss and address its concerns.

HAZARDOUS MATERIALS

Comment 32: I hope that a thorough analysis will be conducted at the Development Site as some of the lots are currently gas stations and automotive repair facilities. The Applicant has noted in the Draft Scope of Work that these sites meet the criteria for further examination based on the facilities that are present. (Brewer_014)

Proper remediation must take place before any separate use is approved for the Development Site, and the community must be thoroughly informed as this remediation work is planned, when it is expected to commence, and during remediation. (Brewer 014)

Response:

As detailed on page 23 of the DSOW, a Phase I Environmental Site Assessment (ESA) has been prepared for the Development Site. The hazardous materials chapter of the EIS will summarize the significant conclusions of the Phase I ESA and will include preparation and implementation of a Remedial Action Plan and Health and Safety Plan, needed prior to and during construction of the Proposed Project to avoid the potential for significant adverse impacts. The Applicant also has applied for the Development Site to be enrolled in the New York State Department of Environmental Conservation (DEC) Brownfield Cleanup Program (BCP).

TRANSPORTATION

Comment 33: The study area should be expanded from a quarter-mile radius to a half-mile radius due to the anticipated 5% population increase that would be created by the development. (Brewer_014)

Response: In accordance with guidance from the *CEQR Technical Manual* and as described on page 24 and 25 of the DSOW, traffic, transit, and pedestrian study areas are determined based on the numbers of incremental trips a proposed project is

anticipated to add to the surrounding transportation system (i.e., 50 peak hour vehicle trips through a traffic intersection, 200 peak hour passengers entering/exiting a subway station, 200 peak hour pedestrian trips traversing nearby sidewalks, corner reservoirs, and crosswalks). In consideration of these analysis thresholds, certain projects may not generate enough trips to warrant a detailed analysis for one or more of the above technical areas, and others may necessitate the study of locations that extend well beyond the ¼-mile or even the ½-mile radius from the project site. The DSOW outlined the procedure by which project-generated trips would be estimated and how study locations would be selected for analysis. Based on preliminary trip projections prepared for the Proposed Project, detailed analyses are not warranted for traffic and pedestrians. However, a detailed analysis of the adjacent 145th Street subway station and linehaul conditions on the No. 3 subway line will be presented in the DEIS.

Comment 34: The 145th Street subway station on the 3 line is rare in the subway system in that it cannot accommodate a full-length subway train. Additionally, the trains that utilize the station are located on a level junction, which means that any delays that occur at this station would also impact train movements along the 2 line. With hundreds of units of housing proposed under the plan, the developer needs to analyze how many trips would be added at this station and the potential impacts it would have on these lines. (Brewer 014)

> The 145th Street station has a very short platform that only allows for three subway cars. We have a concern about safety there with the new population and subway overcrowding. (White 002)

Response:

The 145th Street (No. 3) Station is arranged with two platforms, located on the east and west sides of Lenox Avenue, with the northbound (uptown) and southbound (downtown) tracks accessed by two staircases each. Only downtown trips can originate from this station. The uptown platform is exit-only (via emergency exit doors); there is no entry access to this platform. For uptown No. 3 trains that stop at the 145th Street Station, only the first five train cars open onto the northbound platform, at all times of the day. A train conductor's announcement is made between the 135th Street (Nos. 2 and 3 trains) Station and the 145th Street (No. 3 train) Station that exiting passengers must be in the first five cars of the train to exit at 145th Street. Similarly, only the first five train cars on downtown No. 3 trains open onto the southbound platform at the 145th Street Station, at all times of the day. Passengers waiting north of the first five train cars are alerted by a conductor that they must move south along the platform to enter the train. It should be noted that according to ridership data from the MTA, the 145th Street Station has a weekday ridership (entries and exits) of approximately 7,000 passengers. In comparison, the nearby 125th, 135th, and 148th Street Stations have estimated weekday ridership of 30,000, 28,000, and 8,000 passengers, respectively. Thus, the 145th Street Station serves approximately one-quarter of the number of passengers served at the busier nearby 125th and 135th Street Stations. Nonetheless, as described on page 25 of the DSOW, the appropriate analyses will be prepared pursuant to CEOR

Technical Manual guidelines to evaluate the proposed project's potential impacts on this station's operations and line-haul conditions on the No. 3 line.

Comment 35: This area is already high traffic because we have Yankee Stadium tourists coming in. 145th Street is congested during normal circumstances. I share the concerns about transportation overcrowding. (Davis 008)

The size of the Project would have implications on vehicular and pedestrian traffic due to its proximity to Harlem River Drive, 145th Street, and Lenox Avenue. The Applicant should work closely with the Department of Transportation, the Metropolitan Transportation Authority, and the Department of City Planning to make improvements to the intersection of 145th Street and Lenox Avenue. (Brewer 014)

The current transportation system (#3 train, M1, M102, M7 & Bx19 buses) would not be able to service the public without overcrowding. (Thomas_013)

Response:

As described on page 24 and 25 of the DSOW, potential transportation-related impacts associated with the Proposed Project will be evaluated pursuant to *CEQR Technical Manual* guidelines. Where warranted, mitigation measures would be explored and coordinated for approval with relevant agencies to address significant adverse impacts to the extent practicable.

NOISE

Comment 36: The residents of Harlem are unfortunately no strangers to noise pollution. The size of this project would bring substantial amounts of vehicular traffic to 145th Street and to Lenox Avenue. (Brewer 014)

Response:

As described on page 28 and 29 of the DSOW, noise levels with and without the proposed actions will be determined at each of the impact analysis receptor locations identified, using existing noise levels, acoustical fundamentals, and mathematical models, according to *CEQR Technical Manual* guidance. This will include a screening analysis to determine whether there are any locations where there is the potential for the proposed actions to result in significant noise impacts due to project-generated traffic. Further, projected future noise levels, including the contribution from playground noise from the Colonel Charles Young Playground, will be compared to appropriate standards and guideline levels. As necessary, general noise attenuation measures needed for project buildings to achieve compliance with standards and guideline levels will be recommended.

Comment 37: The Draft Scope of Work and Environmental Assessment Statement mention the event space would be located above the residential units. The Applicant needs to take the proper measures to limit the amount of noise that residents would be exposed to. (Brewer_014)

Response:

The EIS will indicate that the Proposed Project will comply with all applicable NYC Construction Codes. Sound insulation between internal uses of a building is governed by NYC Building Code Chapter 12, Section BC 1207 Sound

Transmission. The construction of the floor-ceiling assembly separating the banquet hall/event space's kitchen/storage uses from the residential dwelling units below would be designed to meet the Building Code requirement of STC 50 and IIC 50 or greater. Additionally, the banquet hall/event space would be designed to meet the New York City Noise Control Code Commercial Music (Section 24-231) requirements to avoid noise intrusion from the commercial accessory spaces to the residential units below. This demising construction would prevent any undue noise or vibration impacts.

NEIGHBORHOOD CHARACTER

Comment 38: This project will negatively affect neighborhood character. (Tajiddin_012)

The developers have no connection to the neighborhood nor does the negative impact that it has on the neighborhood matter to them. (Thomas_013)

Response: As described on page 29 and 30 of the Draft Scope of Work, in accordance with

the CEQR Technical Manual, the EIS will consider whether the proposed actions could result in significant adverse impacts due to changes in community

character.

CONSTRUCTION

Comment 39: Except for a handful, most of the construction jobs go to what was called "undocumented workers." With such a high unemployment rate with Black men,

this should never be entertained. (Tajiddin_012)

Response: Comment noted. Construction hiring is beyond the scope of CEQR analysis.

TRANSPORTATION

Comment 40: It is critical that the Applicant consult with the Metropolitan Transportation

Authority about possible service disruptions during construction. (Brewer_014)

Response: It is standard practice and a requirement to coordinate with the New York City

Transit (NYCT) on construction efforts within 200 feet of a subway line/station. The Applicant would coordinate with NYCT to ensure that the existing subway access at the 145th Street Station adjacent to the Development Site would be maintained during construction. In addition, any required temporary bus stop

relocations during construction would be coordinated and approved by NYCT.

Comment 41: Not noted in the Draft Scope of Work is how loading and unloading of construction materials, street closures, and the relocation of bus stops and subway entrances would be mitigated. This part of 145th Street is vital to vehicular, bicycle, and pedestrian traffic moving between Manhattan and the Bronx. The

Applicant must be clear about its plans to mitigate these impacts and commit to an ongoing and iterative process not only with City agencies, but also with the

local community to develop a construction plan that ensures public safety and minimizes disruptions. (Brewer 014)

Response:

As stated on page 30 and 31 of the DSOW, in accordance with the CEQR Technical Manual, the assessment of potential construction impacts would consider the Proposed Project's anticipated effects on the surrounding roadways, transit services, and pedestrian facilities. A review of preliminary construction logistics and projected worker and truck delivery activities will be undertaken as part of this assessment. The EIS's construction chapter will also identify the relevant City agencies, including DOT and NYCT, that would be involved with granting approvals for activities that would facilitate various stages of the project's construction.

AIR QUALITY

Comment 42: The 145th Street corner has crosswinds, coastal winds, and is right off the highway. The amount of dust from the construction blowing all over the place is going to be horrendous. With the potential of more development from Lenox Terrace, and the amount of years, is going to make Malcolm X Boulevard a very unhealthy place to live. (Tajiddin 012)

Response:

As detailed on page 30 of the DSOW, the EIS will provide a comprehensive analysis of construction-period air quality impacts. All measures required by DEP's Construction Dust Rules regulating construction-related dust emissions would be implemented, to minimize the air quality effects of construction activities on the surrounding community.

ALTERNATIVES

Comment 43: The alternatives proposed in the Project are simply not sufficient. The alternative provides no affordable housing. (Brewer_014)

Response:

As set forth on page 31 of the DSOW, alternatives selected for consideration in an EIS are generally those which are feasible and have the potential to reduce, eliminate, or avoid adverse impacts of a proposed action while meeting some or all of the goals and objectives of the action. In the future without the Proposed Actions (the No Action Alternative), an as-of-right development scenario is analyzed, which includes maximum residential use on that small portion of the Development Site where residential use is currently allowed by zoning. Furthermore, additional alternatives to the Proposed Actions, in addition to the No Action Alternative, will be considered once the full extent of the Proposed Actions' impacts has been identified. The increased density of uses on the Development Site under the proposed rezoning, which includes the establishment of an MIH area, would maximize the number of affordable units to be created (up to approximately 282 affordable units).

RACIAL IMPACT ASSESSMENT

Comment 44: There should really be a Racial Impact Assessment (RIA) category in the CEQR

Technical Manual. There is nothing prohibiting the Developer or DCP from adding this category to the Scope of the developer's DEIS. But in the broadest sense an RIA is within the scope of [our] neighborhood character. (Tajiddin_012)

Response: Potential changes to neighborhood racial composition and ethnicity are not the

subject of CEQR assessment. In accordance with Chapter 5 "Socioeconomic Conditions" of the *CEQR Technical Manual*, the demographic analysis to be provided in the EIS will focus on income, including average and median household income and income trends over time. The socioeconomic conditions analysis will consider whether the proposed actions could substantially alter these demographic and market conditions in a way that could lead to increased rents and potential indirect residential displacement of a low-income population currently living in unprotected rental units. Such market trends reflect all

households irrespective of a household's racial composition.

In June 2021, the New York City Council passed legislation requiring the preparation of racial equity reports on housing and opportunity for certain land use applications, using data from an equitable development data tool to be developed by DCP and the New York City Department of Housing Preservation and Development, in collaboration with other relevant City agencies. This data tool is anticipated to be developed beginning in June 2022, and the methodology for such reports is still under development by DCP. In addition, the preparation of racial equity reports would be undertaken independent of CEQR assessments.

MISCELLANEOUS

Comment 45: I'm part of the Malcolm X [Boulevard] Beautification Group, we beautify the

avenue. How can community groups partner with the developer to get assistance?

(Duzant_001)

Response: On May 13, 2021, the Applicant team sent an email to the address listed for Ms.

Duzant on the public scoping record to follow up on her request for outreach.

Comment 46: More often than not tax credits benefit the syndicators, not the people who are in

desperate need of subsidized housing. (Thomas_013)

Response: Comment noted.

Comment 47: Acoustic cavitation is the formation and collapse of bubbles in liquid irradiated

by intense ultrasound. When acoustic cavitation happens, the heat intensity is very high, although it dissipates quickly. However, in fuel containers it can cause explosions. With all of this heavy duty construction, the vibration of noise from the highway, even if the odds are a 2% chance that an explosion could happen,

what would the damage be from such an explosion? (Tajiddin 012)

Response:

The potential for effects related to acoustic cavitation is not a subject for analysis under CEQR. The potential for effects related to construction of the Proposed Project will be analyzed as detailed above.

Comment 48: The benefits do not outweigh the negative impacts that Black people would suffer from this project going forward. Moreover, the developer didn't even talk about a community benefit package. (Tajiddin 012)

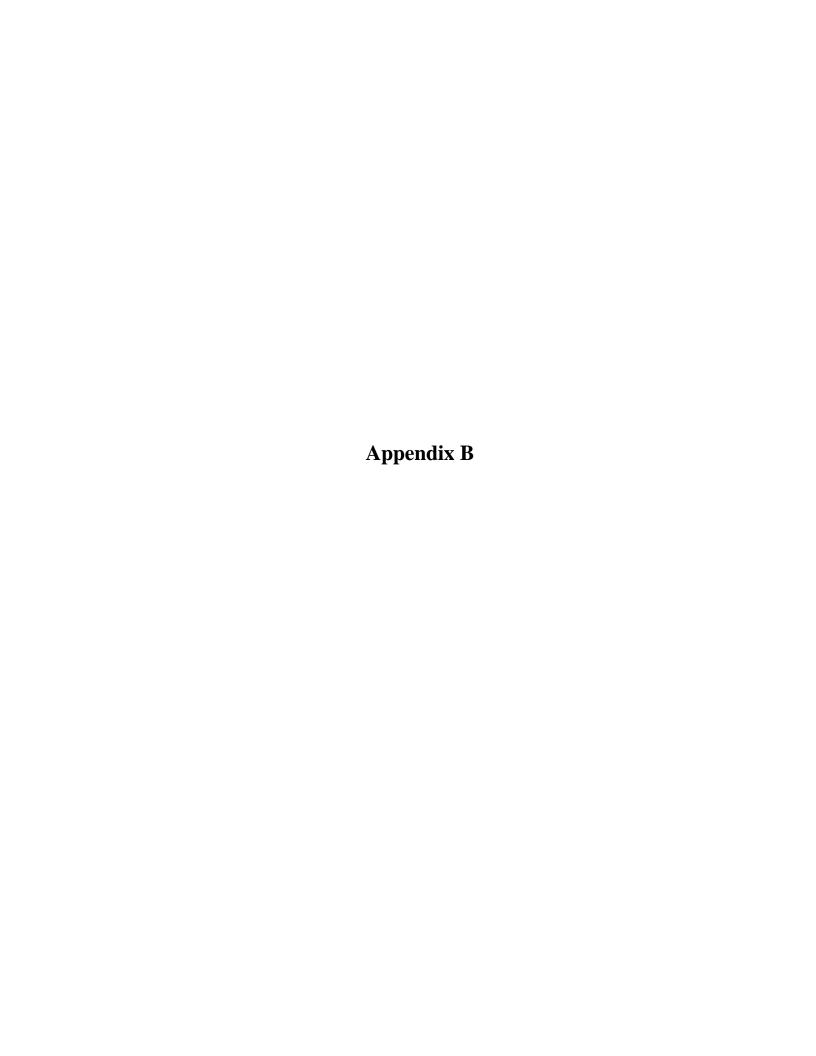
Response:

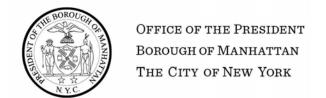
The environmental review is intended to identify and address the range of potential environmental impacts. The impact categories that will be analyzed in the EIS include: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; shadows; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; solid waste and sanitation services; transportation; air quality; greenhouse gas emissions and climate change; noise; public health; neighborhood character; and construction. To the extent that the environmental review identifies adverse impacts, potential mitigation measures will be identified.

Comment 49: This rezoning as presented violates the Voting Rights Act, as amended in 2006, and thus would have an adverse racial impact on the Black voters in Central Harlem. If this project were to be approved under a reasonable worst-case development scenario (RWCDS), an additional 6,600 non-Black tenants could come into the neighborhood. Olnick (owners of the Lenox Terrace zoning block) would certainly have a reasonable demand to erect its five State Office Building Size towers. That would bring in approximately another 1.470 non-Black tenants. With lightning speed developers would be rushing to get other parts of North Central Harlem rezoned. But even with just One45 and Lenox Terrace Central Harlem would not have a Black American plurality within five years. Knowing this outcome I must reject this plan. What I heard from National Action Network people speaking at the scoping meeting is that they would not be supporters of this project if Black people's voting rights would be affected and they suffered other adverse impacts. (Tajiddin 012)

Response:

Comment noted. The issues raised in these comments are outside the scope of this environmental review.





1 Centre Street, 19th floor, New York, NY 10007 (212) 669-8300 p (212) 669-4306 f 431 West 125th Street, New York, NY 10027 (212) 531-1609 p (212) 531-4615 f www.manhattanbp.nyc.gov

Gale A. Brewer, Borough President

May 20, 2021

Draft Scope of Work Comments of Manhattan Borough President Gale A. Brewer on CEQR No. 21DCP167M (One45/Museum of Civil Rights)

One45 Lenox, LLC ("the Applicant") seeks several land use actions to construct a mixed use development ("the Project") at the southwest corner of West 145th Street and Lenox Avenue in Manhattan Community District 10. The land use actions include a zoning map change, a special permit pursuant to Zoning Resolution Section ("ZR") 74-74, a special permit pursuant to ZR 74-533, a City Planning Commission ("CPC") certification pursuant to ZR 32-435, a CPC certification pursuant to ZR 26-15, and a zoning text amendment to Appendix F of the ZR mapping a Mandatory Inclusionary Housing ("MIH") area. The addresses ("the Development Site") considered for the land use actions are 685 Lenox Avenue (Block 2013, Lot 29), 691 Lenox Avenue (Block 2013, Lot 33), 112 West 145th Street (Block 2013, Lot 38), 122 West 145th Street (Block 2013, Lot 50).

The proposed actions would facilitate the construction of two mixed use 30-story 363-foot-tall buildings (not including 30 feet dedicated to mechanical bulkhead). The towers would be erected above two 85-foot-tall bases. The two buildings would contain 866-939 residential units, of which 217-282 units would be affordable under MIH. One of the buildings would include a new headquarters for the National Action Network (NAN), a Museum of Civil Rights, ground-floor retail, and an event hall. The total proposed floor area for the Project is 941,000 SF. The development team has presented two possible building massing options: one with a residential podium that would yield 939 residential units; or a building with commercial podium that would yield 866 residential units. These alternatives would apply to both towers as the Applicant has not yet provided a breakdown of units per tower.

Table 1: Existing Site Conditions

Address	Current Use	Current Zoning	Zoning Square Feet	Number of Floors
685 Lenox Avenue	Retail, restaurant, NAN headquarters, Timbuktu Islamic Center	R7-2 / C8-3 / C1-4	14,988	2
691 Lenox Avenue	Vacant land	C8-3	4,996	-
112 West 145 th Street	Retail, restaurants	C8-3	15,987	1
122 West 145 th Street	Vacant gas station	C8-3	13,875	1
150 West 145 th Street	Gas station	C8-3	18,884	1

Draft Scope of Work Comments on CEQR No. 21DCP167M Page 2 of 5

The 'no action' development scenario assumes the demolition of the current structures (see Table 1, above) at the Development Site. This scenario would yield 49 residential units, none of which would be affordable, and largely produce 180,075 GSF (163,705 ZSF) of commercial office space and 70,486 GSF (68,433 ZSF) of retail. There is no expectation that the event space, a new headquarters for NAN, or Museum of Civil Rights would be constructed under this scenario.

The comments listed below outline concerns that were not noted or sufficiently explored in the Draft Scope of Work ("DSOW") or in the Environment Assessment Statement ("EAS").

Land Use, Zoning, and Public Policy

The DSOW initially forecasts 866-939 total residential units and then elsewhere in the DSOW it forecasts 817-890 residential units. The Applicant should provide a solid number of residential units and how many of these units would be created under MIH. The Applicant must work with the Department of City Planning (DCP) to ensure that the maximum amount of affordable housing is developed on this site, including exploring additional subsidies that would increase the percentage of units that are allocated as permanently affordable housing.

The Applicant's proposed zoning changes are very aggressive for the area. The C4-6 proposed is the equivalent of R10, which is not mapped anywhere above 125th Street and is mostly mapped on the East Side of Manhattan. The buildings at Esplanade Gardens, two blocks to the north of the Development Site, are up to 27 stories and 234 feet in height—still significantly lower than the proposed height of this development. Additionally, the buildings directly to the south of the Development site are only 6 stories in height. The Applicant needs to present a development proposal that is much more contextual for Central Harlem.

Socioeconomic Conditions

Providing quality affordable housing and understanding its impact in Harlem is crucial. The study area should be expanded from a quarter-mile radius to a half-mile radius due to the anticipated 5% population increase that would be created by the development. This expansion should extend beyond the socio-economic analysis and include other impacts like transportation, schools, and open space.

Community Facilities and Services

I believe that religious facilities should be adequately and justly compensated for their spaces when development projects are proposed at their sites. The future of the Timbuktu Islamic Center, which is located at 685 Lenox Avenue (Block 2013, Lot 29) is has not been mentioned in the Project except in the existing conditions in the DSOW. In addition to the community facility space proposed, the Applicant should determine whether the Timbuktu Islamic Center will be seeking community facility space at the site, the Applicant must keep the community and the public informed in a timely manner about the proposed community facilities.

Shadows

The Project proposes two 30-story buildings that would potentially cast substantial shadows on the surrounding area. Across from the Development Site on Lenox Avenue is the Colonel Charles Young Playground, a green space that contains baseball fields, basketball courts, and other amenities. I urge the Applicant to carefully consider the shadow effects that the proposed development would have on the playground and the surrounding area and develop a design that preserves the maximum possible sunlight for these spaces.

Historic and Cultural Resources

Some of the resources identified in scoping documents include the State and National Register of Historic Places, and New York City Landmarks Preservation Commission. The Applicant must engage with the New York City Landmarks Preservation Commission, other agencies, and the local community to find ways to preserve and honor these buildings as well as the historic and cultural legacy of Harlem.

Urban Design and Visual Resources

The Applicant seeks changes to height and setback requirements that would have effects far beyond the Development Site. At the May 10, 2021 scoping hearing, residents of Esplanade Gardens raised concerns that the proposed towers would affect view corridors and clash with the built environment in the surrounding area. I ask that the Applicant engage with residents of Esplanade Gardens as it works to develop a building design that is responsive to this and other concerns from the community.

I also urge the Applicant to scatter the affordable units throughout the development. I discourage the use of "poor doors" for residents not paying market-rate rents.

Natural Resources and Hazardous Materials

I hope that a thorough analysis will be conducted at the Development Site as some of the lots are currently gas stations and automotive repair facilities. The Applicant has noted in the DSOW that these sites meet the criteria for further examination based on the facilities that are present. Proper remediation must take place before any separate use is approved for the Development Site, and the community must be thoroughly informed as this remediation work is planned, when it is expected to commence, and during remediation.

<u>Transportation, Air Equality, Greenhouse Gas Emissions, Climate Change, Public Health, and Noise</u>

The COVID-19 pandemic has caused significant impacts on transportation and how people commute. Though I understand that the Development Site is located adjacent to a subway station and several bus routes, the size of the project will undoubtedly have major impacts on current transit infrastructure, noise, and air pollution.

Draft Scope of Work Comments on CEQR No. 21DCP167M Page 4 of 5

The Project is located on the corner of 145th Street and Lenox Avenue, above the 145th Street subway station on the 3 line. This station is rare in the subway system in that it cannot accommodate a full length subway train. Additionally, the trains that utilize the station are located on a level junction, which means that any delays that occur at this station would also impact train movements along the 2 line. With hundreds of units of housing proposed under the plan, the developer needs to analyze how many trips would be added at this station and the potential impacts it would have on these lines. It is critical that the Applicant consult with the MTA about possible service disruptions during construction.

The residents of Harlem are unfortunately no strangers to noise pollution. The size of this project would bring substantial amounts of vehicular traffic to 145th Street and to Lenox Avenue. The DSOW and EAS mention the event space would be located above the residential units. The Applicant needs to take the proper measures to limit the amount of noise that residents would be exposed to.

The size of the Project would have implications on vehicular and pedestrian traffic due to its proximity to the Harlem River Drive, 145th Street, and Lenox Avenue. The Applicant should work closely with the Department of Transportation, the Metropolitan Transportation Authority, and DCP to make improvements to the intersection of 145th Street and Lenox Avenue.

Neighborhood Character and Construction

Not noted in the DSOW is how loading and unloading of construction materials, street closures, and the relocation of bus stops and subway entrances would be mitigated. As I mentioned previously, this part of 145th Street is vital to vehicular, bicycle, and pedestrian traffic moving between Manhattan and The Bronx. Any disruption to the movement of traffic in this area would have ramifications beyond the surrounding intersections and extend into other areas of Manhattan and The Bronx. The Applicant must be clear about its plans to mitigate these impacts and commit to an ongoing and iterative process not only with City agencies, but also with the local community to develop a construction plan that ensures public safety and minimizes disruptions.

Alternatives

The alternatives proposed in the Project are simply not sufficient. The alternative provides no affordable housing.

Conclusion

One45 will have a major impact on this area. While I strongly support the development of affordable housing, I share the concerns expressed by members of the community regarding not only the effects of the proposed development, but also the lack of specific information given to the community about the project. A project of this scale can only be successful with significant—and early—input from the community. I encourage the Applicant to engage with members of Community Board 10, Esplanade Gardens, and other stakeholders.

Draft Scope of Work Comments on CEQR No. 21DCP167M Page 5 of 5

The residents of Harlem have been subject to decades of overdevelopment, disinvestment, and poor planning. Residents of the community have raised concerns that there has not been enough community engagement as this proposal has taken form. Engaging with the community early in the process will help to ensure that concerns are addressed and that this project, like others proposed in recent years, adhere to the principle that all of Harlem can benefit from positive outcomes of any development at this location.

 From:
 AThomas

 To:
 21DCP167M DL

 Subject:
 one45 project

Date: Monday, May 10, 2021 9:23:36 AM

Good Morning,

My name is Adrienne Thomas and I am a lifetime resident of the immediate area. I grew up in 144th street between Lenox and 7th Avenues and I am currently residing in Esplanade Gardens. Not only was I raised in the area I worked at 685 Lenox Avenue AKA 101 West 144th Street when it was the Social Security office and Horace Bullard was the owner at that time.

Currently I am a Property Manager and I aware that there is a shortage of "affordable housing" throughout the city. Whenever "affordable housing" is mentioned the first question is affordable for who?

The foreseen problem with this proposed project is the size of the project. 939 apartments which will guarantee at least 3000 residents if not more. The current transportation system (#3 train, M1, M102, M7 & Bx 19 buses) would not be able to service the public without over crowding. 365-foot towers does not fit with the surrounding area (144th Street & 145th Street) nor would the towers enhance the area. The proposal of five smaller buildings would be much more reasonable. If you look around, all of the new structures are **not tall towers** (149th st 7th, 131st st, Lenox, 131st st 7th Ave, 140th 7th Ave, 138th & 137th & 7th Ave), none of these structures are "TOWERS!!!"!!!

More times than none Tax Credit properties benefit the syndicators not the people that are in desperate need of subsidized housing. The developers have no connection to the neighborhood nor does the negative impact that it has on the neighborhood matter to them.

Major consideration should be given to the residents of this community and our concerns.

Yours Truly
Adrienne Thomas
(resident of this community for 66 ½ years)

Sent from Mail for Windows 10

Bekaye Ba

Timbuktu Islamic center 103 West 144 st. New York, NY 10030 (646)-342-6173 Grandbekaye@yahoo.com

20th May 2021

Community Board #10

216 West 125h street New York, NY 10027

Attn: Karen Dixon, Land Use Committee

I hope this email finds you well. This email is on behalf of the members of the Timbuktu Islamic center located at 103 West 144 st. This Mosque has played a predominant role within our community over the past decade. It has formed a community with members who have now become family. We have utilized this as a safe place for everyone and welcomed a magnitude of individuals and held many events that have brung the community together. This is why we make it a part of our mission to obtain the services here within this community. Although we are aware that the Mosque is a building, this is not what defines us. It is the believers who continuously attend here who make this place our sacred place. This is a special place to convene and worship together. Returning to this place is extremely important and necessary within this community, especially since the directors and members are residents within the community for over ten years. Upholding such a place is extraordinary and meaningful to everyone there. Although we are dealing with affordable housing within the area, the work is unexplainable and plays a role in every member's life. Within this past decade, we have the privilege of gaining support from different individuals who have faithfully returned year after year. Please consider and accept this letter/email as the request of keeping the Mosque open and allowing us to uphold the rights and virtues that we have been upholding for all of these years.

f pe

From: julius tajiddin
To: 21DCP167M DL
Cc: julius tajiddin

Subject: Comments of Julius Tajiddin for the Draft Scope of Work Regarding One45 (CEQR No. 21DCP167M)

Date: Thursday, May 20, 2021 3:18:51 PM

Dear Sir/Madam:

I got a chance to see the developer's rezoning proposal (CEQR # 21DCP167M) of Tax Block 2013 in Harlem and its scoping meeting held on May 10, 2021 on YouTube a couple of days ago. Usually these type of meetings come through Community Boards and the relevant community gets adequate notice to participate. In fact, every public scoping meeting that has been held in the Community Board 10 vicinity since I started attending CB 10 meetings which has been since 2004 has been coordinated by CB 10. Yet they learned about it at the last minute. That's why many people from the Central Harlem Community were not in attendance. This is unacceptable and a properly noticed scoping meeting should be held again in September or later.

This community, as I am sure communities all over the world, has gone through a lot behind this pandemic. The possibility of normalcy this summer is a welcome. So I can pretty much state with confidence that the people in Harlem do not see this project as a major priority to justify taking our valuable time this summer wrangling over a scoping meeting.

I will start my opposition to this project with how this project will negatively affect Neighborhood Character.

There should really be a Racial Impact Assessment Category in the CEQR Technical Manual. There is nothing prohibiting the Developer or DCP from adding this category to the Scope of the developer's DEIS. But in the broadest sense a RIA is within the scope of [our] Neighborhood Character. This is important to me as I am a Black American male and have a strong affection for my people.

There are two areas of the law that I can reach to properly measure the racial impact of a particular government action when a plurality is of one specific group. Voting Rights/Political Power and Fair Housing. There could be more. But for this case these are the two that are relevant.

Central Harlem is plurality Black American. We are a protected class of people when it comes to voting rights.

In particular, Section 2 of the Fannie Lou Hammer, Rosa Parks, Coretta Scott King Voting Rights Act Reauthorization and Amendments Act of 2006 deals with diluting the political power of a protected group by way of voting.

The usual device for diluting the minority voting power is the manipulation of district lines by either fragmenting the minority voters among several districts where a blocvoting majority can routinely outvote them or 'packing' them into one or a small

number of districts to minimize their influence in adjacent districts.

Racial polarization occurs when a majority of white voters and a majority of minority voters in a given jurisdiction are divided, which is often the case. We must be real on this topic.

This division—or polarization—can be along preferences for candidates, propositions, referendums, or other measures at the polls.

To "banish the blight of racial discrimination in voting" and to help ensure that no citizen's right to vote shall be "denied or abridged...on account of race or color," Congress passed the Voting Rights Act (VRA) in 1965.

The VRA bans racial discrimination in voting practices by the federal government, as well as by state and local governments.

Under Section 2 of the VRA, illegal vote dilution can be found where an electoral standard, practice, or procedure results in a denial or abridgement of the right to vote on account of race or color.

However, Section 5 of the VRA prohibits *any* standard, practice or procedure that has the purpose or effect of denying or abridging [US Citizens] the right to vote on account of race or color the ability to elect a candidate of their preference.

Community Board 10 held the position in its opposition to the Lenox Terrace Rezoning application last year that large rezonings were essentially "vertical redistrictings" and fell in the class of "procedure."

This is because such housing formulas have an adverse negative impact on Black people in Harlem's plurality status.

If this project were to be approved under a reasonable worst case development scenario (RWCDS) an additional 6,600 non Black tenants could come into the neighborhood. Olnick (owners of the Lenox Terrace zoning block) would certainly have a reasonable demand to erect its five State Office Building Size towers. That would bring in approximately another 1,470 non Black tenants.

With lightning speed developers would be rushing to get other parts of North Central Harlem rezoned. But even with just One45 and Lenox Terrace Central Harlem would not have a Black American plurality within five years.

Knowing this outcome I must reject this plan. The amount of so-called affordable units is not enough to compensate me, and I will speak for the plurality as they have shown me in the past that they are in agreement with this position, for the loss of Black people's political power in Harlem.

I do understand that a violation is to be determined by assessing, based on the "totality of circumstances," whether the challenged practice gives racial minorities

"less opportunity to participate in the political process and to elect representatives of their choice.

While Section 2 also explicitly rejects the notion that an implied goal of the VRA is to create complete racialized proportional representation the Supreme Court has set forth the doctrinal standard for claims of vote dilution under Section 2 of the VRA.

To begin, a minority group challenging a jurisdiction's policy must comply with three preconditions that the Court laid out in Thornburg v. Gingles. First, a minority group must be sufficiently large and geographically compact to constitute a majority in a single member district.

Second, a minority group must be politically cohesive. This means that members of a minority group must vote together and have shared political interests and preferences.

Lastly, the white majority must vote sufficiently as a bloc to enable it to defeat the minority group's preferred candidate. After 12 years of Robert Jackson in District 7, what did we see happen when District 7's lines were redrawn in 2013? Mark Levine.

It is without a doubt that Black voters in Central Harlem meet the preconditions set forth in *Gingles*. Therefore, this rezoning as presented violates the Voting Rights Act, as amended in 2006 and thus would have an adverse racial impact on the Black voters in Central Harlem.

It is also genocide that we go for a housing model that slowly, but not so slow, pushes us out of Harlem. This would be a violation of the Fair Housing Act.

Mandatory Inclusionary Housing does not work for us. We need Income Targeted Housing - Housing that's geared toward families earning the incomes that are relevant and real in Harlem.

If we had one billionaire move into Harlem (40B) even 20% of the Harlem AMI would be 160M. The use and interpretation of the AMI in Harlem is ridiculous. And I say, "the use...in Harlem," because the purpose of using the federal AMI in this district is only if a developer is applying for the federal Low Income Housing Tax Credit. And even then the policy doesn't restrict a developer from offering housing at a much lower percentage of the AMI. It just must be set at 80 or 60% of the federal district where the project is going up for purposes of the tax credit.

The policy contemplates the developer is gonna go after as much free stuff as it can. So HUD does not tie a city's or community's hands from negotiating with the developer.

However, most people don't know this and a developer tries to double dip, knowing he is leaving his options opened to apply for LIHTC, if he already hasn't by the time he comes to the city for [his] free stuff.

Notwithstanding, the affordable units at 90K for a family of 3 or 4 is out of the range of people really in need of affordable housing. That's why we need Income Targeted Housing.

Socioeconomic Conditions

Developers and alleged supporters of their projects are quick to talk about the employment and jobs benefits that a development will bring. Except for a handful, most of the construction jobs go to what was called "undocumented workers." That's why when I hear Developers and their cohorts talk about "Black and Brown" workers I'm not impressed because that's what we're seeing all over the city, the use of undocumented construction workers. And with such a high unemployment rate with Black men, this should never be entertained.

Oh I get it. But if that's what the developer wants to do for his economic advantage we're not going to assist him.

Also the tourist business does not bring in big bucks to Harlem, except The Apollo and Sylvia's. Hotels, Airbnb and Bed n Breakfasts do pretty well because it's cheaper uptown than midtown. But these guests don't spend their money in Harlem or with Black owned businesses to any degree that would make me a supporter of this project.

If Harlem's plurality changed hands then I could see it. But no one is encouraging economic plans to sustain a Black plurality and that's problematic.

Shadows

This project is going up right across the street from the park. It is very shady on that side of the street. If these buildings go up as high as planned, we are talking about an hour of direct sunlight in the middle of the street. The rest of the block along Malcolm X and even further south will be dark. Fifth Avenue is already without a lot of sun. We don't need MX B to be without a lot of sun. Black people already have a Vitamin deficiency more than other groups. We don't need to be creating scenarios that will assist in that deficiency.

Air Quality

The 145th Street corner has crosswinds, coastal winds and is right off the highway. The amount of dust from the construction blowing all over the place is going to be horrendous. With the potential of more development from Lenox Terrace, and the amount of years, is going to make MX Blvd and very unhealthy place to live.

Hazardous Materials

See Air Quality. Also there is such a thing as acoustic cavitation. It's the formation and collapse of bubbles in liquid irradiated by intense ultrasound. The speed of the bubble collapse sometimes reaches the sound velocity in the liquid. Accordingly, the

bubble collapse becomes a quasiadiabatic process. Well guess what? When acoustic cavitation happens the heat intensity is very high, although it dissipates quickly. However, in fuel containers it can cause explosions.

Many of the explosions we hear about on TV are from acoustic cavitation. But they are usually in remote areas. Here we are near fuel tanks in a residential area.

With all of this heavy duty construction, the vibration of noise from the highway, even if the odds are a 2% chance that an explosion could happen, what would the damage be from such an explosion? Would it be catastrophic?

Conclusion

NAN through its representatives have stated they have nothing to do with this project other than being a tenant like any other tenant. There will be a major Civil Rights Museum on Harlem's Main Street in a couple of years. So Harlem is not in any desperate need for another Civil Rights Museum.

Furthermore, Rev. Al Sharpton has been a champion of voting rights all of his life. That means he supports Section 2 and 5 of the Fannie Lou Hammer, Rosa Parks, Coretta Scott King Voting Rights Act Reauthorization and Amendments Act of 2006.

So what I heard from NAN people speaking at the scoping meeting is that they would not be supporters of this project if Black people's voting rights would be affected and they suffered other adverse impacts.

The ones I have listed are major adverse impacts that can't be rectified. The benefits, if you could call them that, do not outweigh the negative impacts that Black people would suffer from this project going forward. Moreover, the developer didn't even talk about a community benefit package.

In fact, since the adverse impacts are humongous we are perfectly fine with a no action scenario. We trust that NAN will still have space in the no action scenario.

Respectfully yours,

Julius Tajiddin Harlem Advocate
 From:
 Mirko Savone

 To:
 21DCP167M_DL

 Cc:
 Olga Abinader (DCP)

Subject: I support One 45 Museum and the rezoning that comes with it

Date: Saturday, April 17, 2021 1:22:50 PM

As an Harlem resident I welcome this rezoning proposal and the construction of a new tower here. We are in dire need of more housing as new residents are flocking in and a lack of inventory would have rents skyrocket. Also, we need jobs in Harlem and more opportunities, which new buildings provide. NYC is currently in need of tax revenue, which subsidizes a lot of the assistance we provide to the people in need. If we do not increase tax revenues by welcoming more affluent residents we run the risk of having no budget to assist the people in need. Also this project will enrich our cultural footprint in Harlem and will increase the foot traffic from tourists, which will be exponentially beneficial to our local businesses and economy in general. Again, I welcome this rezoning with open arms. I hope it will happen fast.

Thank you!

Mirko Savone

President of the Condo Board at "The Rennie" on 2351 7th Avenue

Zip code: 10030



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Revised Travel Demand Factors (TDF) Memorandum

To: One 45 Development Project File

From: AKRF, Inc.

Date: November 10, 2021

Re: Travel Demand Analysis

cc: Project Team

A. INTRODUCTION

This memorandum details the trip generation assumptions and travel demand estimates for the City Environmental Quality Review (CEQR) analysis of the proposed One45 project, located on Block 2013, Lots 29, 33, 38, 44, and 50 in the West Harlem neighborhood of Manhattan (the "Development Site"). The proposed actions would facilitate the construction of two new mixed-use buildings containing a Museum of Civil Rights; a new headquarters for the National Action Network (NAN); approximately 866–939 new residential dwelling units (DUs); ground-floor retail space; and a banquet hall/event space (the "Proposed Project"). The new buildings would replace vacant land, a vacant gas station, and existing one- and two-story structures containing retail, restaurant, gas station, and community facility uses.

In the future without the proposed actions (the "No Action" scenario), it is assumed that the existing buildings on the Development Site would be demolished and replaced with five new as-of-right buildings. These buildings are assumed to contain approximately: 70,486 gross square feet (gsf) of retail use, 180,075 gsf of office use (115,730 gsf of community facility non-profit office, 64,345 gsf of commercial office), 41,556 gsf of residential use (approximately 49 DUs), and 33,238 gsf of community facility (medical office) use. The No Action scenario is projected to require approximately 165 parking spaces accessory to the retail, office, and community facility medical office uses, which would be accommodated below grade within the as-of-right buildings. Two curb cuts, for the parking facility and loading areas, would be located on West 145th Street.

In the future with the proposed actions (the "With Action" scenario), two mixed-use buildings would be constructed on the Development Site, replacing the existing structures. To allow the Applicant to respond appropriately to rapidly changing market conditions both in the Harlem neighborhood and in the economy and real estate market at large, the podium of the proposed development would include either residential or commercial use, resulting in two different potential development scenarios. If the podium is developed with predominantly residential use (the "Residential Podium Scenario"), the development would comprise approximately 939 residential units and 17,710 gsf of commercial office use. If the podium is developed with predominantly office use (the "Office Podium Scenario"), the development would comprise

approximately 866 units and 75,018 gsf of commercial office use. In either scenario, the Proposed Project would include 48,015 gsf of community facility use (intended for a new Museum of Civil Rights), 41,991 gsf of retail uses, and a 17,291-gsf of banquet hall/event space (UG9A) with a maximum occupancy of 200 attendees. In either scenario, three curb cuts are proposed on West 144th and 145th Streets to accommodate service access, including loading, waste removal, and access/egress from the below-grade parking facility. Accessory parking would be provided in a below-grade facility (141 spaces in the Residential Podium Scenario; 130 spaces in the Office Podium Scenario). See **Table 1** for a comparison of the No Action and With Action scenarios.

Table 1 Comparison of No Action and With Action Scenarios

	No Action	With Action (Residential Podium	With Action (Office	Increment (Residential Podium	Increment (Office Podium
Use (GSF)	Scenario	Scenario)	Podium Scenario)	Scenario)	Scenario)
Residential (DU)	49	939	866	890	817
Museum (gsf)	0	±48,015	±48,015	48,015	48,015
Commercial Office (gsf)	±64,345	±17,710	±75,018	-46,635	10,673
Community Facility Non-Profit Office (gsf)	±115,730	0	0	-115,730	-115,730
Banquet Hall/Event Space (UG9A)*					
(gsf) (persons)	0 0	±17,291 200	±17,291 200	17,291 200	17,291 200
Community Facility Medical Office (gsf)	±33,238	0	0	-33,238	-33,238
Retail (gsf)	±70,486	±41,991	±41,991	-28,495	-28,495
Accessory Parking (spaces)	165	141	130	-24	-35

Note: * The event space occupancy took into consideration the Proposed Project's specific programming and anticipated use for this space, which is not representative of typical banquet-related event spaces. The Applicant will enter into a Restrictive Declaration that incorporates measures to limit the occupancy of this event space to 200 attendees. Approximately 9,000 gsf of this space will be a banquet hall or catering establishment with a 200-person capacity, and 3,000 gsf (UG6B) is intended as a conference and lounge area accessory to the commercial office use. The remainder of the total is back-of-house space.

In total, the incremental development that is projected to occur within the affected area in the future with the proposed actions, compared to the future without the proposed actions, is as follows: 48,015 gsf of museum use; approximately 817–890 residential dwelling units; 17,291 gsf of banquet hall/event space; a reduction of 46,635 or an addition of 10,673 gsf of commercial office use; a reduction of 115,730 gsf of community facility non-profit office use; a reduction of 28,495 gsf of retail use; a reduction of 33,238 gsf of community facility/medical office use; and a reduction of 24–35 accessory parking spaces. Both of the development scenarios described above (the Residential Podium Scenario and the Office Podium Scenario) were assessed to ensure that the worst-case potential transportation-related impacts would be adequately addressed.

B. TRANSPORTATION PLANNING ASSUMPTIONS

Trip generation factors for the Proposed Project were developed based on information from the 2020 *CEQR Technical Manual*, U.S. Census data, approved environmental review documents, and recent guidance from the New York City Department of Transportation (DOT), as summarized in **Table 2**.

Table 2
Travel Demand Assumptions

Daily	92.5 92.5 Sat 11% 50% 50% 6 100% 6 10.0% 6 10.0% 6 10.0% 6 20.0% 6 37.0%
Daily	92.5 92.5 Sat 11% 50% 50% 6 100% 6 17.0% 6 16.0% 6 10.0% 6 20.0% 6 37.0%
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Generation Rate	92.5 Sat 11% 50% 50% 6 100% 6 10.0% 6 10.0% 6 10.0% 6 20.0% 6 37.0%
Link Credit	Sat 11% 50% 50% 6 100% 6 17.0% 6 16.0% 6 0.0% 6 20.0% 6 37.0%
Final Trip Rate	Sat 11% 50% 50% 6 100% 6 17.0% 6 16.0% 6 0.0% 6 20.0% 6 37.0%
Person Trip	Sat 11% 50% 50% 6 100% 6 17.0% 6 16.0% 6 0.0% 6 20.0% 6 37.0%
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Directional Distribution	50% 50% 6 100% 6 17.0% 6 10.0% 6 16.0% 6 20.0% 6 20.0% 6 37.0%
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Modal Split	6 17.0% 6 10.0% 6 16.0% 6 0.0% 6 20.0% 6 37.0%
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Weekday/Saturday Weekday/Saturday Weekday S	, 10070
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	2.70
Taxi 1.40 2.00 2.00	2.80
Daily (1) (1) (2)	
Delivery Trip 0.06 0.02 0.35 0.04 0.35	0.04
Generation Rate Delivery Trips / DU Delivery Trips / KSF Delivery Trips / KSF	3F
Delivery Trip (1) (1) (2)	
Temporal AM MD PM Sat AM MD PM Sat AM MD PM	Sat
Distribution 12% 9% 2% 9% 8.0% 11% 2% 11% 8.0% 11% 29 Directional Distribution (1) (2)	11%
Directional Distribution (1) (1) (2) (2) (1) (50% 50%	50%
Out 50% 50% 50% 50% 50% 50% 50% 50% 50% 50%	
Total 100% 100% 100% 100% 100% 100% 100% 100	
Use Community Facility - Non-Profit Office Community Facility - Medical Office Commercial Off	e
Weekday Saturday Weekday Saturday Weekday	Saturday
Daily (1) (7,8) (1)	•
Person Trip 18.0 3.9 2,356.0 39.0 18.0	3.9
Generation Rate Trips/KSF Person Trips Trips/KSF Trips/KSF	
Link Credit N/A N/A N/A	
Final Trip Rate 18.0 3.9 2,356.0 Person Trips 39.0 Trips/KSF 18.0	3.9
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Table 2 Travel Demand Assumptions (Cont'd.)

Use	U	G9A – Comr	nunity Facil	ity		UG9A – Ev	ent Space			Muse	eum	
		Weekday		Saturday		Weekday		Saturday		Weekday		Saturday
Daily			9)				0)			(1)	
Person Trip		51.6	/// 05	50.4		2.68		2.68		27.0	"	20.6
Generation Rate			s/KSF				Person			Trips		
Link Credit			I/A	50.4		N.	/A	0.00		N/	Α	00.0
Final Trip Rate		51.6	0)	50.4		2.68	0)	2.68		27.0	1.	20.6
Person Trip Temporal	AM	MD (9) PM	Sat	AM	(1 MD	O) PM	Sat	AM	MD (1	PM	Sat
Distribution	9%	7%	9%	13%	0%	0%	32%	0%	1%	16%	13%	17%
Directional Distribution	370		(2)	1370	070		0)	070	1 70	(1		17 70
In	94%	45%	42%	49%	50%	50%	75%	50%	50%	63%	52%	50%
Out	6%	55%	58%	51%	50%	50%	25%	50%	50%	37%	48%	50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Modal Split			2)			(1				(1		
Auto	4.0%	4.0%	4.0%	4.0%	17.4%	17.4%	17.4%	17.4%	19.5%	19.5%	19.5%	19.5%
Taxi	9.0%	9.0%	9.0%	9.0%	6.4%	6.4%	6.4%	6.4%	10.0%	10.0%	10.0%	10.0%
Subway	12.0%	12.0%	12.0%	12.0%	20.0%	20.0%	20.0%	20.0%	33.0%	33.0%	33.0%	33.0%
Railroad	0.0% 5.0%	0.0% 5.0%	0.0% 5.0%	0.0% 5.0%	0.0% 8.4%	0.0% 8.4%	0.0% 8.4%	0.0% 8.4%	0.0% 7.0%	0.0% 7.0%	0.0% 7.0%	0.0% 7.0%
Bus Walk	5.0% 70.0%	5.0% 70.0%	70.0%	70.0%	8.4% 47.8%	8.4% 47.8%	8.4% 47.8%	8.4% 47.8%	7.0% 30.5%	7.0% 30.5%	7.0% 30.5%	7.0% 30.5%
Total	100%	100%	100%	100%	100.0%	100.0%	100.0%	100.0%	100%	100%	100%	100%
Vehicle Occupancy	10070		2)	10070	100.070	(1		100.070	10070	(1		10070
vernole decapaney			//Saturday			Weekday				Weekday		
Auto			.50				20			2.6		
Taxi		1.	.50				30			2.0	08	
Daily		(2)				0)			(1	1)	
Delivery Trip		0.19		0.04		0.01		0.01		0.05		0.00
Generation Rate			Γrips / KSF				ps / Person			Delivery T		
Delivery Trip	(2)					(1		_		(1		_
Temporal	AM	MD	PM	Sat	AM	MD	PM	Sat	AM	MD	PM	Sat
Distribution	6%	11%	1%	0%	0%	6%	1%	0%	9.6%	11.0%	1.0%	1.0%
Directional Distribution	E00/		2)	F00/	E00/	(1		E00/	E00/	F00/		F00/
In Out	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%	50% 50%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

- Sources: (1) 2020 CEQR Technical Manual
- (2) Lenox Terrace FEIS (2020
- (4) Based on DOT's Mode Choice Survey for Local Retail in Manhattan (Within Transit Zone)

- 7) DOT guidance for Medical Office weekday trip rate (66.626x + 141.77 where x represents the gsf per 1,000 sf for the weekday daily trip rate)
- (8) Based on DOT's Mode Choice Survey for Medical Office in Manhattan (Within Transit Zone)
 (9) Provided by DOT. In consultation with DOT, health club trip generation assumptions were applied to the weekday AM, midday, and Saturday peak hours. Event space trip eneration assumptions were applied to the weekday PM peak hour
- 10) 550 Washington Street/Special Hudson River Park District FEIS (2016) 11) Pier 57 Redevelopment FEIS (2013)

RESIDENTIAL

The daily person trip rate and temporal distribution are from the CEOR Technical Manual. The directional distributions for all peak periods are from the 2020 Lenox Terrace FEIS. Modal splits are based on the Journey-to-Work (JTW) data from the 2015-2019 U.S. Census Bureau American Community Survey (ACS) for Manhattan census tracts 214, 230, 232, 234, 236, and 259. The vehicle occupancies are from the 2015-2019 U.S. Census ACS for autos and from the 2020 Lenox Terrace FEIS for taxis. The daily delivery trip rate and temporal and directional distributions are from the CEOR Technical Manual.

LOCAL RETAIL

The daily person trip generation rate for the local neighborhood retail component is from the CEOR Technical Manual. Consistent with assumptions typically accepted by City agencies for the purposes of environmental review, a 25-percent linked trip credit was applied to the local retail trip generation estimates. The directional distribution and vehicle occupancies were obtained from the 2020 Lenox Terrace FEIS. The modal splits are from DOT mode choice surveys. The temporal distribution was obtained from the CEQR Technical Manual. The daily delivery trip rate and temporal and directional distributions are from the CEQR Technical Manual.

DESTINATION RETAIL

The daily person trip generation rate for the destination retail component is from the CEOR Technical Manual. The modal splits and vehicle occupancies were obtained from the 2020 Lenox Terrace FEIS. The

temporal and directional distributions for all peak periods were obtained from the *CEQR Technical Manual* and the 2020 *Lenox Terrace FEIS*, respectively. The daily delivery trip rate and temporal and directional distributions are from the 2020 *Lenox Terrace FEIS*.

COMMUNITY FACILITY - NON-PROFIT OFFICE

The daily person trip generation rate and temporal distribution for the non-profit office community facility component is from the 2020 *CEQR Technical Manual*. Directional distributions are from the 2017 *East Harlem Rezoning FEIS*. Modal splits and vehicle occupancies were obtained from the Reverse Journey-to-Work (RJTW) data from the 2012-2016 U.S. Census Bureau ACS for Manhattan census tracts 214, 230, 232, 234, 236, and 259, and the 2017 *East Harlem Rezoning FEIS*. The daily delivery trip rate and temporal and directional distributions are from the *CEQR Technical Manual*.

COMMUNITY FACILITY - MEDICAL OFFICE

The daily person trip generation rates are based on DOT mode choice surveys, with the weekday rate calculated by 66.626x + 141.77 (where x represents 1,000 gsf of space) and the Saturday rate at 39 daily trips per 1,000 gsf. Temporal and directional distributions were also obtained from the DOT mode choice surveys. Modal splits and delivery trip rate and delivery temporal and directional distributions are from the 2020 *Lenox Terrace FEIS*. Vehicle occupancies are from the DOT mode choice surveys for autos and from the 2020 *Lenox Terrace FEIS* for taxis.

COMMERCIAL OFFICE

The daily person trip generation rate and temporal distribution for the commercial office component is from the 2020 CEQR Technical Manual. Directional distributions are from the 2017 East Harlem Rezoning FEIS. Modal splits and vehicle occupancies were obtained from the RJTW data from the 2012-2016 U.S. Census Bureau ACS for Manhattan census tracts 214, 230, 232, 234, 236, and 259, and the 2017 East Harlem Rezoning FEIS. The daily delivery trip rate and temporal and directional distributions are from the CEQR Technical Manual.

UG9A - COMMUNITY FACILITY/EVENT SPACE

As currently envisioned by the Applicant, the proposed banquet hall/event space could be used for private events as well as community gatherings and museum events. Taking into consideration the location of this space within the proposed building, the area where the Development Site is located, neighborhood needs, and those associated with the proposed uses (i.e., museum and residential), the reasonable worst-case attendance size for the proposed event space is 200 attendees, which differs from the typical square feet per attendee metric used for other destination entertainment/event space venues. The Applicant will enter into a Restrictive Declaration that incorporates measures to limit the occupancy of this event space to 200 attendees. The typical times when the proposed event space is expected to be used would be during the evening periods. For the weekday PM peak hour, when the event space is expected to be used, the travel demand assumptions are based on those from the 2016 550 Washington Street/Special Hudson River Park District FEIS.

Also, in consultation with DOT and to provide a conservative analysis for the other analysis peak hours, community facility health club rates and temporal distributions provided by DOT are used to estimate the proposed event space's peak hour trips for the weekday AM, midday, and Saturday peak hours. Correspondingly, the directional distributions, modal splits, vehicle occupancies and delivery trip rate and delivery temporal and directional distributions for these three analysis peak hours are based on the community facility use in the 2020 *Lenox Terrace FEIS*.

MUSEUM

The daily person trip generation rate and temporal distribution for the civil rights museum component is from the CEQR Technical Manual. Directional distributions, modal splits, vehicle occupancies, delivery

trip rates, and delivery temporal and directional distributions are from the 2013 *Pier 57 Redevelopment FEIS*.

C. CEQR TRANSPORTATION ANALYSIS SCREENING

The *CEQR Technical Manual* identifies procedures for evaluating a proposed project's potential impacts on traffic, transit, pedestrian, and parking conditions. This methodology begins with the preparation of a trip generation analysis to determine the volume of person and vehicle trips associated with the proposed project. The results are then compared with the *CEQR Technical Manual*-specified thresholds (Level 1 screening assessment) to determine whether additional quantified analyses are warranted. If the proposed project would result in 50 or more peak hour vehicle trips, 200 or more peak hour transit trips (200 or more peak hour transit riders at any given subway station or 50 or more peak hour bus trips on a particularly route in one direction), and/or 200 or more peak hour pedestrian trips, a Level 2 screening assessment would be undertaken.

For the Level 2 screening assessment, project-generated trips would be assigned to specific intersections, transit routes, and pedestrian elements. If the results of this analysis show that the proposed project would generate 50 or more peak hour vehicle trips through an intersection, 50 or more peak hour bus riders on a bus route in a single direction, 200 or more peak hour subway passengers at any given station, or 200 or more peak hour pedestrian trips per pedestrian element, further quantified analyses may be warranted to evaluate the potential for significant adverse traffic, transit, pedestrian, and parking impacts.

TRIP GENERATION SUMMARY

As summarized in **Table 3**, under the No Action scenario, uses on the Development Site would generate 966, 2,401, 1,621, and 1,481 person trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Approximately 154, 144, 204, and 91 vehicle trips would be generated during the same respective peak hours.

As summarized in **Table 4**, under the With Action—Residential Podium Scenario, the Development Site would generate 1,054, 1,640, 1,763, and 1,672 person trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Approximately 119, 137, 178, and 152 vehicle trips would be generated during the same time periods.

As summarized in **Table 5**, under the With Action—Office Podium Scenario, the Development Site would generate 1,119, 1,766, 1,840, and 1,657 person trips during the weekday AM, midday, and PM, and Saturday peak hours, respectively. Approximately 149, 143, 213, and 151 vehicle trips would be generated during the same time periods.

Table 3
Trip Generation: No Action Scenario

	Deals					Davasa	Tuin					iala Trin	
	Peak		• •			Person	•					icle Trip	T =
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
		In	1	0	4	0	1	1	7	1	0	0	1
	AM	Out	3	0	24	0	3	3	33	3	0	0	3
		Total	4	0	28	0	4	4	40	4	0	0	4
		In	1	0	7	0	1	1	10	1	0	0	1
Residential	Midday	Out	1	0	7	0	1	1	10	1	0	0	1
		Total	2	0	14	0	2	2	20	2	0	0	2
49	514	In o	3	0	21	0	2	3	29	3	0	0	3
DU	PM	Out	11	0	10	0	1	1	13	11	0	0	1
		Total	4	0	31	0	3	4	42	4	0	0	4
	Caturday	In Out	2	0	14	0	2	2	20	2	0	0	2
	Saturday	Out	<u>2</u> 4	0	13	0	1	<u>2</u> 4	18	2	0	0	2
		Total		0	27	0	3		38	4	0	0	4
		In o	7	1	1	0	1	104	114	4	2	1	7
	AM	Out	7	1	1	0	1	104	114	4	2	1	7
		Total	14	2	2	0	2	208	228	8	4	2	14
Lees Detell	NA:	In Out	43	7	7	0	7	656	720	22	7	1	30
Local Retail	Midday	Out	43	7	7	0	7	656	720	22	7	1	30
40.040		Total	86	14	14	0	14	1,312	1,440	44	14	2	60
49,340	DM	In Out	23	4	4	0	4	345	380	12	4	0	16
GSF	PM	Out	23	4	4	0	4	345	380	12	4	0	16
		Total	46	8	8	0	8	690	760	24	8	0	32
	Coturdou	In Out	27	4	4	0	4	404	443	14	3	0	17
	Saturday	Out	27	4	4	0	4	404	443	14	3	0	17
		Total	54	8	8	0	8	808	886	28	6	0	34
		In .	4	2	7	0	3	9	25	2	2	0	4
	AM	Out	4	2	7	0	3	9	25	2	2	0	4
		Total	8	4	14	0	6	18	50	4	4	0	8
		In .	11	7	20	0	9	28	75	6	7	0	13
Destination Retail	Midday	Out	11	7	20	0	9	28	75	6	7	0	13
		Total	22	14	40	0	18	56	150	12	14	0	26
21,146	5	In o	11	7	20	0	9	28	75	6	7	0	13
GSF	PM	Out	11	7	20	0	9	28	75	6	7	0	13
		Total	22	14	40	0	18	56	150	12	14	0	26
	0-4	In Out	18	11	17	0	22	40	108	7	7	0	14
	Saturday	Out	18	11	17	0	22	40	108	7	7	0	14
		Total	36	22	34	0	44	80	216	14	14	0	28
		In .	69	0	93	5	24	47	238	66	0	2	68
	AM	Out	4	0	5	0	1	2	12	4	0	2	6
		Total	73	0	98	5	25	49	250	70	0	4	74
Community Facility		In Out	3	4	9	0	9	124	149	3	6	2	11
Non-Profit Office	Midday	Out	3	5	10	0	10	135	163	3	6	2	11
445 700	<u> </u>	Total	6	9	19	0	19	259	312	6	12	4	22
115,730	F	In Out	13	0	17	1	4	9	44	12	0	0	12
GSF	PM	Out	72	0	97	5	25	50	249	69	0	0	69
	-	Total	85	0	114	6	29	59	293	81	0	0	81
	0-4	In Out	1	1	3	0	3	38	46	1	2	0	3
	Saturday	Out	1	1	2	0	2	25	31	1	2	0	3
	ļ	Total	2	2	5	0	5	63	77	2	4	0	6
		In .	2	8	96	0	8	47	161	1	6	0	7
	AM	Out	1	5	59	0	5	29	99	1	6	0	7
		Total	3	13	155	0	13	76	260	2	12	0	14
Community Facility		In .	1	7	86	0	7	42	143	1	8	1	10
Medical Office	Midday	Out	2	8	97	0	8	47	162	1	8	1	10
		Total	3	15	183	0	15	89	305	2	16	2	20
33,238		In	1	4	45	0	4	22	76	1	7	0	8
GSF	PM	Out	1	7	83	0	7	40	138	1	7	0	8
		Total	2	11	128	0	11	62	214	2	14	0	16
	1	In	1	5	65	0	5	31	107	1	6	0	7
	Saturday	Out	1	6	67	0	6	33	113	1	6	0	7
		Total	2	11	132	0	11	64	220	2	12	0	14

Table 3 (continued)
Trip Generation: No Action Scenario

	Peak					Person	Trip				Veh	icle Trip	
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
		In	38	0	51	3	13	26	131	36	0	1	37
	AM	Out	2	0	3	0	1	1	7	2	0	1	3
		Total	40	0	54	3	14	27	138	38	0	2	40
Office		In	2	3	5	0	5	69	84	2	4	1	7
	Midday	Out	2	3	5	0	5	75	90	2	4	1	7
63,345		Total	4	6	10	0	10	144	174	4	8	2	14
GSF		In	7	0	9	0	2	5	23	7	0	0	7
	PM	Out	40	0	54	3	14	28	139	38	0	0	38
		Total	47	0	63	3	16	33	162	45	0	0	45
		In	1	1	2	0	2	21	27	1	2	0	3
	Saturday	Out	0	1	1	0	1	14	17	0	2	0	2
		Total	1	2	3	0	3	35	44	1	4	0	5
		In	121	11	252	8	50	234	676	110	10	4	124
	AM	Out	21	8	99	0	14	148	290	16	10	4	30
		Total	142	19	351	8	64	382	966	126	20	8	154
		In	61	28	134	0	38	920	1,181	35	32	5	72
No Action Total	Midday	Out	62	30	146	0	40	942	1,220	35	32	5	72
		Total	123	58	280	0	78	1,862	2,401	70	64	10	144
		In	58	15	116	1	25	412	627	41	18	0	59
	PM	Out	148	18	268	8	60	492	994	127	18	0	145
		Total	206	33	384	9	85	904	1,621	168	36	0	204
		In	50	22	105	0	38	536	751	26	20	0	46
	Saturday	Out	49	23	104	0	36	518	730	25	20	0	45
		Total	99	45	209	0	74	1,054	1,481	51	40	0	91

Table 4
Trip Generation: With Action Residential Podium Scenario

	Peak			тър	Jeneran	•	100101			iolo Trin			
Du		I /Ot	A 4 =	T:	Cubuusu	Person		\A/~!!-	Tatal	A t =		icle Trip	Tatal
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
		In	12	1	86	1	10	11	121	11	4	3	18
	AM	Out	64	6	452	6	51	57	636	59	4	3	66
		Total	76	7	538	7	61	68	757	70	8	6	84
Decidential	NA: -I -I	In Out	19	2	135	2	15	17 17	190	17	2	3	22
Residential	Midday	Out	19 38	<u>2</u> 4	135	<u>2</u> 4	15 30	17 34	190	17	<u>2</u> 4	3	22 44
939		Total In	56	6	270 397	6	45	50	380 560	34 51	5	<u>6</u> 1	57
DU	PM	Out	28	3	195	3	22	25	276	26	5	1	32
50	1 101	Total	84	9	592	9	67	75	836	77	10	2	89
		In	38	4	271	4	31	34	382	35	4	1	40
	Saturday	Out	34	3	241	3	27	31	339	31	4	1	36
	- Caranaay	Total	72	7	512	7	58	65	721	66	8	2	76
		In	4	1	1	0	1	62	69	2	2	0	4
	AM	Out	4	1	1	Ö	1	62	69	2	2	0	4
	7 (10)	Total	8	2	2	0	2	124	138	4	4	0	8
		In	26	4	4	0	4	391	429	13	3	1	17
Local Retail	Midday	Out	26	4	4	Ö	4	391	429	13	3	1	17
		Total	52	8	8	0	8	782	858	26	6	2	34
29,394		In	14	2	2	0	2	206	226	7	2	0	9
GSF	РМ	Out	14	2	2	Ö	2	206	226	7	2	Ö	9
-		Total	28	4	4	0	4	412	452	14	4	0	18
		In	16	3	3	0	3	241	266	8	3	0	11
	Saturday	Out	16	3	3	0	3	241	266	8	3	0	11
		Total	32	6	6	0	6	482	532	16	6	0	22
		In	2	1	4	0	2	5	14	1	2	0	3
	AM	Out	2	1	4	0	2	5	14	1	2	0	3
		Total	4	2	8	0	4	10	28	2	4	0	6
		In	7	4	12	0	5	16	44	4	3	0	7
Destination Retail	Midday	Out	7	4	12	0	5	16	44	4	3	0	7
		Total	14	8	24	0	10	32	88	8	6	0	14
12,597		In	7	4	12	0	5	16	44	4	3	0	7
GSF	PM	Out	7	4	12	0	5	16	44	4	3	0	7
		Total	14	8	24	0	10	32	88	8	6	0	14
		In	11	6	10	0	13	24	64	4	4	0	8
	Saturday	Out	11	6	10	0	13	24	64	4	4	0	8
		Total	22	12	20	0	26	48	128	8	8	0	
		In	11	0	14	1	4	7	37	10	0	0	10
	AM	Out	1	0	1	0	0	0	2	1	0	0	1
		Total	12	0	15	1	4	7	39	11	0	0	11
• • •		In .	0	1	1	0	1	19	22	0	2	0	2
Office	Midday	Out	0	1	1	0	1	21	24	0	2	0	2
4==		Total	0	2	2	0	2	40	46	0	4	0	4
17,710	D: 1	In Out	2	0	3	0	1	1	7	2	0	0	2
GSF	PM	Out	11	0	15	11	4	8	39	10	0	0	10
		Total	13	0	18	1	5	9	46	12	0	0	12
	Saturday	In Out	0	0	0 0	0 0	0 0	6 4	6 4	0 0	0	0	0
	Galuludy	Total	0	0	0	0	0	10	10	0	0	0	0
			3	7	9		4			2	4		
	A 11 A	In Out	0	0	9 1	0 0	4 0	53 3	76 4	0	4	0 0	6 4
	AM	Total	3	7	10	0	4	<u>3</u> 56	80	2	8	0	10
UG9A -		In	1	3	3	0	1	20	28	1	3	0	4
Community Facility	Middav	Out	1	3	4	0	2	20 24	26 34	1	3	0	4
Community I denity	wiiuuay	Total	2	6	7	0	3	44	62	2	6	0	8
17,291		In			· ·	<u> </u>		~~	02		<u> </u>	<u> </u>	
GSF	PM	Out											
001	1 171	Total											
		In	2	5	7	0	3	39	56	1	5	0	6
	Saturday	Out	2	5	7	0	3	40	57	1	5	0	6
	January	Total	4	10	14	0	6	79	113	2	10	0	12
			•					. •			. •	-	-

Table 4 (continued)
Trip Generation: With Action Residential Podium Scenario

	D			P \					ialii Sce				
_	Peak	l				Person						icle Trip	
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
		In											
	AM	Out											
		Total											
UG9A -		In											
Event Space	Midday	Out											
		Total											
200 Persons		In	22	8	26	0	11	61	128	10	3	0	13
	PM	Out	7	3	9	0	4	20	43	3	3	0	6
		Total	29	11	35	0	15	81	171	13	6	0	19
		In						<u> </u>					
	Saturday	Out											
	Catalaay	Total											
								_					
		In Out	1	1	2	0	0	2	6	0	0	0	0
	AM	Out	2	2	<u>2</u> 4	0	0	<u>2</u> 4	6 12	0	0	0	0
Civil Rights Museum		Total In	25	13	43	0	9	40	130	9	9	0	0 18
Civil Rights Museum	Midday	Out	25 15	8	43 25	0	9 5	23	76	6	9	0	15
48,015	Wilduay	Total	40	21	68	0	14	63	206	15	18	0	33
GSF		In	17	9	29	0	6	27	88	6	7	0	13
00.	PM	Out	16	8	27	Ö	6	25	82	6	7	ő	13
		Total	33	17	56	0	12	52	170	12	14	0	26
		In	16	8	28	0	6	26	84	6	8	0	14
	Saturday	Out	16	8	28	0	6	26	84	6	8	0	14
		Total	32	16	56	0	12	52	168	12	16	0	28
		ln	33	11	116	2	21	140	323	26	12	3	41
	AM	Out	72	9	461	6	54	129	731	63	12	3	78
		Total	105	20	577	8	75	269	1,054	89	24	6	119
		In	78	27	198	2	35	503	843	44	22	4	70
With Action Total	Midday	Out	68	22	181	2	32	492	797	41	22	4	67
		Total	146	49	379	4	67	995	1,640	85	44	8	137
		In	118	29	469	6	70	361	1,053	80	20	1	101
	PM	Out	83	20	260	4	43	300	710	56	20	1	77
		Total	201	49	729	10	113	661	1,763	136	40	2	178
	C-4	In Out	83	26	319	4	56	370	858	54	23	1	78
	Saturday	Out	79	25	289	3	52	366	814	50	23	1	74
		Total	162	51	608	7	108	736	1,672	104	46	2	152

Table 5
Trip Generation: With Action Office Podium Scenario

	Dook	Person Trip Vehicle To												
D	Peak	1/0(A 1	T	0		_	1A/ - II -	T-1-1	A1 -			T-1-1	
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total	
		In	11	1	79	1	9	10	111	10	4	3	17	
	AM	Out	59	6	417	6	47	53	588	54	4	3	61	
		Total	70	7	496	7	56	63	699	64	8	6	78	
Desidential		In	17	2	124	2	14	16	175	16	2	2	20	
Residential	Midday	Out	17	<u>2</u> 4	124	2	14	16	175	16	2	2	20	
866		Total In	34 52	5	248 366	<u>4</u> 5	28 41	32 46	350 515	32 48	<u>4</u> 5	<u>4</u> 1	40 54	
DU	PM	Out	25	3	180	3	20	23	254	23	5	1	29	
50	1 101	Total	77	8	546	8	61	69	769	71	10	2	83	
		In	35	4	250	4	28	32	353	32	4	1	37	
	Saturday	Out	31	3	222	3	25	28	312	28	4	1	33	
		Total	66	7	472	7	53	60	665	60	8	2	70	
		In	4	1	1	0	1	62	69	2	2	0	4	
	AM	Out	4	1	1	Ö	1	62	69	2	2	Ö	4	
	,	Total	8	2	2	0	2	124	138	4	4	0	8	
		In	26	4	4	0	4	391	429	13	3	1	17	
Local Retail	Midday	Out	26	4	4	Ō	4	391	429	13	3	1	17	
	,	Total	52	8	8	0	8	782	858	26	6	2	34	
29,394		In	14	2	2	0	2	206	226	7	2	0	9	
GSF	PM	Out	14	2	2	0	2	206	226	7	2	0	9	
		Total	28	4	4	0	4	412	452	14	4	0	18	
		In	16	3	3	0	3	241	266	8	3	0	11	
	Saturday	Out	16	3	3	0	3	241	266	8	3	0	11	
		Total	32	6	6	0	6	482	532	16	6	0	22	
		In	2	1	4	0	2	5	14	1	2	0	3	
	AM	Out	2	11	4	0	2	5	14	1	2	0	3	
		Total	4	2	8	0	4	10	28	2	4	0	6	
		In .	7	4	12	0	5	16	44	4	3	0	7	
Destination Retail	Midday	Out	7	4	12	0	5	16	44	4	3	0	7	
40 507		Total	14	8	24	0	10	32	88	8	6	0	14	
12,597	DM	In Out	7 7	4	12	0	5	16	44	4	3	0	7	
GSF	PM	Out Total	14	8	12 24	0	5 10	16 32	44 88	4 8	<u>3</u>	0	7 14	
		In	11	6	10	0	13	24	64	4	4	0	8	
	Saturday	Out	11	6	10	0	13	24	64	4	4	0	8	
	Oditurday	Total	22	12	20	0	26	48	128	8	8	0	16	
		In	45	0	60	3	15	31	154	43	0	1	44	
	AM	Out	2	0	3	0	1	2	8	2	0	1	3	
	7 (17)	Total	47	0	63	3	16	33	162	45	0	2	47	
		In	2	3	6	0	6	81	98	2	3	1	6	
Office	Midday	Out	2	3	6	ő	6	87	104	2	3	1	6	
	,	Total	4	6	12	0	12	168	202	4	6	2	12	
75,018		In	8	0	11	1	3	6	29	8	0	0	8	
GSF	PM	Out	47	0	63	3	16	32	161	45	0	0	45	
		Total	55	0	74	4	19	38	190	53	0	0	53	
		In	1	1	2	0	2	25	31	1	2	0	3	
	Saturday	Out	0	1	1	0	1	17	20	0	2	0	2	
		Total	1	2	3	0	3	42	51	1	4	0	5	
		In .	3	7	9	0	4	53	76	2	4	0	6	
	AM	Out	0	0	1	0	0	3	4	0	4	0	4	
11004		Total	3	7	10	0	4	56	80	2	8	0	10	
UG9A -	NA:-U	In Out	1	3	3	0	1	20	28	1	3	0	4	
Community Facility	Midday	Out	2	<u>3</u>	<u>4</u> 7	0	3	24 44	34	1	3	0	4	
47 204		Total		0		0	3	44	62	2	6	U	8	
17,291 GSF	PM	In Out												
GOF	PIVI	Out Total												
		In	2	5	7	0	3	39	56	1	5	0	6	
	Saturday	Out	2	5	7	0	3	40	57	1	5	0	6	
	Jacarday	Total	4	10	14	0	6	79	113	2	10	0	12	
		, otal		10		•					10	•		

Table 5 (continued)
Trip Generation: With Action Office Podium Scenario

	Peak				1	Person						icle Trip	
Program	Hour	In/Out	Auto	Taxi	Subway	Railroad		Walk	Total	Auto	Taxi	Delivery	Total
		In											
	AM	Out											
		Total											
UG9A -		In											
Event Space	Midday	Out											
•		Total											
200 Persons		In	22	8	26	0	11	61	128	10	3	0	13
	PM	Out	7	3	9	0	4	20	43	3	3	0	6
		Total	29	11	35	0	15	81	171	13	6	0	19
		In				-							
	Saturday	Out											
		Total											
		In	1	1	2	0	0	2	6	0	0	0	0
	AM	Out	1	i	2	0	Ö	2	6	0	0	ő	0
	7 (14)	Total	2	2	4	0	0	4	12	0	0	0	0
Civil Rights Museum		In	25	13	43	0	9	40	130	9	10	0	19
	Midday	Out	15	8	25	0	5	23	76	6	10	0	16
48,015		Total	40	21	68	0	14	63	206	15	20	0	35
GSF		In	17	9	29	0	6	27	88	6	7	0	13
	PM	Out	16	8	27	0	6	25	82	6	7	0	13
		Total	33	17	56	0	12	52	170	12	14	0	26
	Saturday	In Out	16 16	8 8	28 28	0 0	6 6	26 26	84 84	6 6	8 8	0 0	14 14
	Saturday	Total	32	16	56	0	12	52	168	12	16	0	28
		In											
	AM	Out	66 68	11 9	155 428	4 6	31 51	163 127	430 689	58 59	12 12	4 4	74 75
	Alvi	Total	134	20	583	10	82	290	1,119	117	24	8	149
		In	78	29	192	2	39	564	904	45	24	4	73
With Action Total	Midday	Out	68	24	175	2	36	557	862	42	24	4	70
		Total	146	53	367	4	75	1,121	1,766	87	48	8	143
		In	120	28	446	6	68	362	1,030	83	20	1	104
	PM	Out	116	20	293	6	53	322	810	88	20	1	109
		Total	236	48	739	12	121	684	1,840	171	40	2	213
		In .	81	27	300	4	55	387	854	52	25	1	78
	Saturday	Out	76	26	271	3	51	376	803	47	25	1	73
		Total	157	53	571	7	106	763	1,657	99	50	2	151

Tables 6 and 7 summarize the incremental trips associated with the With Action Residential Podium and Office Podium Scenarios, respectively.

Table 6
Trip Generation Summary: Residential Podium Scenario Incremental Trips

			p Gen	er atron 5	ammar y • .	reside	minut i	outuiii	Decilia	110 111	er emiemu	Tips
Peak					Person Trip	•				Ver	nicle Trip	
Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
	In	-88	0	-136	-6	-29	-94	-353	-84	2	-1	-83
AM	Out	51	1	362	6	40	-19	441	47	2	-1	48
	Total	-37	1	226	0	11	-113	88	-37	4	-2	-35
	In	17	-1	64	2	-3	-417	-338	9	-10	-1	-2
Midday	Out	6	-8	35	2	-8	-450	-423	6	-10	-1	-5
	Total	23	-9	99	4	-11	-867	-761	15	-20	-2	-7
	In	60	14	353	5	45	-51	426	39	2	1	42
PM	Out	-65	2	-8	-4	-17	-192	-284	-71	2	1	-68
	Total	-5	16	345	1	28	-243	142	-32	4	2	-26
	In	33	4	214	4	18	-166	107	28	3	1	32
Saturday	Out	30	2	185	3	16	-152	84	25	3	1	29
	Total	63	6	399	7	34	-318	191	53	6	2	61

Table 7
Trip Generation Summary: Office Podium Scenario Incremental Trips

Peak					Person Tr	ip				Vel	nicle Trip	
Hour	In/Out	Auto	Taxi	Subway	Railroad	Bus	Walk	Total	Auto	Taxi	Delivery	Total
	In	-55	0	-97	-4	-19	-71	-246	-52	2	0	-50
AM	Out	47	1	329	6	37	-21	399	43	2	0	45
	Total	-8	1	232	2	18	-92	153	-9	4	0	-5
	In	17	1	58	2	1	-356	-277	10	-8	-1	1
Midday	Out	6	-6	29	2	-4	-385	-358	7	-8	-1	-2
•	Total	23	-5	87	4	-3	-741	-635	17	-16	-2	-1
	In	62	13	330	5	43	-50	403	42	2	1	45
PM	Out	-32	2	25	-2	-7	-170	-184	-39	2	1	-36
	Total	30	15	355	3	36	-220	219	3	4	2	9
	In	31	5	195	4	17	-149	103	26	5	1	32
Saturday	Out	27	3	167	3	15	-142	73	22	5	1	28
	Total	58	8	362	7	32	-291	176	48	10	2	60

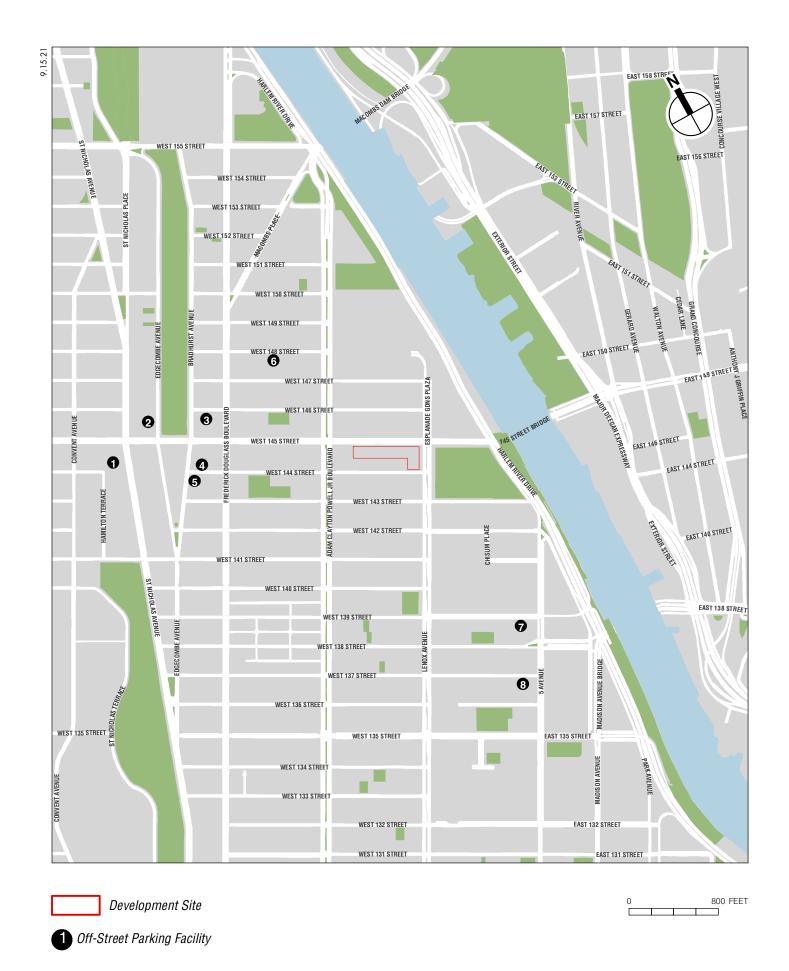
LEVEL 1 SCREENING

TRAFFIC

As shown in the above trip summary tables, the estimated incremental trips associated with the With Action Residential Podium Scenario would be -35, -7, -26, and 61 incremental vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. The incremental vehicle trips associated with the With Action Office Podium Scenario would be -5, -1, 9, and 60 vehicle trips during the weekday AM, midday, PM, and Saturday peak hours, respectively. Only the Saturday peak hour incremental vehicle trips would slightly exceed the *CEQR Technical Manual* Level 1 screening threshold of 50 peak hour incremental vehicle trips.

As described above, under the With Action scenarios, on-site accessory parking spaces are planned for the residential use only. Auto vehicle trips generated by the other proposed uses are assumed to find parking at other available off-site parking resources in the study area. A reconnaissance of off-site parking resources was conducted to identify locations where non-residential project generated parking demand could be accommodated. The area surrounding the Development Site primarily comprises a mix of residential and commercial land uses. Curbside parking is available and regulated by meters and alternate side street-cleaning regulations. Legal spaces, however, are well-utilized on weekdays and Saturdays, such that there is typically limited availability throughout the day. Therefore, non-residential parking demand from the Proposed Project would likely be met at off-street parking facilities in the surrounding area. An inventory of off-street parking supply and utilization within a ½-mile of the Development Site was conducted in November 2020. The off-street survey provided an inventory of the area's public parking facilities and their estimated utilization levels during various times of the day.

As depicted in **Figure 1**, there are eight off-street public parking facilities within ½-mile of the Development Site. Each facility's operating license and legal capacity were noted. Based on visual inspection, where possible, and the responses given by parking attendants, estimates were made on the parking occupancy or utilization at each facility for the weekday morning, midday, and evening, and Saturday afternoon time periods. A summary of the recorded information, including the area's overall off-street public parking supply and utilization, is presented in **Table 8**. The eight inventoried public parking facilities have a combined capacity of 881 parking spaces. Overall, they were 61, 71, 65, 58, and 59-percent utilized, with 340, 258, 306, 366, and 362 parking spaces available during the weekday AM, midday, PM, weekday overnight, and Saturday time periods, respectively.



Off-Street Parking Facilities
Figure 1

Table 8
Existing Off-Street Parking Utilization
½-mile Study Area

Мар	Name/Operator and	License	Licensed		Utili	zation	Rate		ı	Utiliz	ed Sp	oaces	3	Α	vaila	ble S	расе	s
#	Address/Location	Number	Capacity	AM	MD	PM	ON	SAT	AM	MD	PM	ON	SAT	ΑМ	MD	PM	ON	SAT
1	iPark - 673 Nicholas Avenue	2020421	180	25%	65%	70%	70%	70%	45	117	126	126	126	135	63	54	54	54
2	MTP - 265 Edgecombe Avenue	1070798	40	100%	100%	100%	100%	100%	40	40	40	40	40	0	0	0	0	0
3	iPark - 145 Bradhurst Avenue	1253416	63	50%	75%	75%	50%	50%	32	47	47	32	32	31	16	16	31	31
4	MGP 144 LLC - 300 W. 145th Street	1466919	158	50%	50%	75%	75%	75%	79	79	119	119	119	79	79	39	39	39
5	World Tower Parking Garage LLC - 310 W. 144th Street	1460710	130	100%	100%	50%	50%	50%	130	130	65	65	65	0	0	65	65	65
6	TPEC 148 LLC - 234-240 W. 145th Street	13119642	110	75%	100%	100%	75%	50%	83	110	110	83	55	27	0	0	27	55
7	Park 139th LLC - 34 W. 139th Street	1354465	72	50%	50%	50%	25%	25%	36	36	36	18	18	36	36	36	54	54
8	Untown Parking - 6 W 137th		128	75%	50%	25%	25%	50%	96	64	32	32	64	32	64	96	96	64
	Total		881	61%	71%	65%	58%	59%	541	623	575	515	519	340	258	306	366	362

Notes: MD = Midday; ON = overnight; SAT = Saturday Afternoon Source: Survey conducted by AKRF Inc. in November 2020

As shown above, aside from the With Action residential vehicles, which would park in the planned below-grade parking facility, the incremental vehicle trips associated with the Proposed Project would be dispersed to a wide area distributed among many area intersections such that the trip increments at any individual intersections are not expected to exceed the *CEQR Technical Manual* analysis threshold of 50 peak hour vehicle trips. Accordingly, a detailed traffic analysis is not warranted, and the Proposed Project would not result in the potential for any significant adverse traffic impacts.

TRANSIT

As detailed above, the incremental transit trips associated with the With Action Residential Podium Scenario would be 226, 99, 345, and 399 person trips by subway, and 11, -11, 28, and 34 person trips by bus during the weekday AM, midday, PM, and Saturday peak hours, respectively. The incremental transit trips associated with the With Action Office Podium Scenario would be 232, 87, 355, and 362 person trips by subway, and 18, -3, 36, and 32 person trips by bus during the weekday AM, midday, PM, and Saturday peak hours, respectively. Regarding travel via commuter rail, the incremental railroad trips were estimated at fewer than 10 during any peak hour for both of the analysis scenarios.

For transit operations, New York City Transit (NYCT) typically considers the weekday commuter peak hours as the only time periods that would be subject to potential studies. The incremental subway trips would be greater than the *CEQR Technical Manual* analysis threshold of 200 peak hour trips made by subway during the AM and PM peak hours under both the With Action Residential Podium Scenario and the With Action Office Podium Scenario. Since the incremental subway trips would be greater than 200 during the AM and PM peak hours, a Level 2 screening assessment (presented in the section below) was conducted to determine if a quantified subway analysis is warranted.

Since the above weekday AM and PM incremental rail and bus trips are below the *CEQR Technical Manual* analysis thresholds of 200 or more peak hour rail trips and 50 or more peak hour bus riders in a single direction, detailed rail and bus analyses are not warranted and the Proposed Project would not result in any significant adverse rail or bus impacts.

PEDESTRIANS

All incremental person trips generated by the proposed actions would traverse the pedestrian elements surrounding the Development Site. As shown in **Table 6**, the incremental pedestrian trips associated with the With Action Residential Podium Scenario would be fewer than 200 during the weekday AM, midday, and PM, and Saturday peak hours. However, as shown in **Table 7**, the incremental pedestrian trips associated with the With Action Office Podium Scenario would be 219 during the weekday PM peak hour, slightly greater than the CEQR threshold of 200. Portions of these trips would be made directly to the on-

site garage and not traverse pedestrian elements surrounding the Development Site, with the remainder dispersed to the Development Site's three frontages (i.e., Lenox Avenue, West 144th Street, and West 145th Street) in various directions of travel. Therefore, no single pedestrian element is expected to incur 200 or more incremental pedestrian trips. Accordingly, a detailed pedestrian analysis is not warranted and the Proposed Project would not result in any significant adverse pedestrian impacts.

LEVEL 2 SCREENING – TRANSIT

The above trip generation analysis concluded that both With Action analysis scenarios would result in 200 or more incremental subway trips during the weekday AM and PM peak hours. The Development Site is located near two NYCT subway stations: (1) 145th Street (No. 3 train); and (2) 145th Street (A, B, C, and D trains). The No. 3 train station is immediately adjacent to the Development Site, while the A/B/C/D train station requires slightly less than a ½-mile walk. The most likely travel routes to and from the Development Site, prevailing travel patterns, commuter origin-destination (O-D) summaries from the census data, and the anticipated locations of site access and egress were examined to develop subway trip assignment patterns. Based on these considerations, it is assumed that approximately 80 percent of the project-generated subway trips would be distributed to the 145th Street (No. 3) Station, while the remaining 20 percent would be distributed to the 145th Street (A, B, C, and D) Station. Correspondingly, a quantified analysis of affected station control area and vertical circulation elements at the 145th Street (No. 3) Station for the weekday PM peak hour and subway line-haul conditions for the No. 3 line for the weekday AM and PM peak hours would be warranted.